

MASON'S
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SAUCE.

Hongkong Daily Press.

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N. LAZARUS
Hong Kong's Only European
Optician.
Established Over Forty Years.
Manager—RALPH A. COOPER.
Registered Optician (Canada).

No. 21 620 號拾式百陸千壹萬式第 日初月拾年卯丁 HONG KONG, WEDNESDAY, OCTOBER 26th, 1927. 叁拜禮 日陸廿月拾年七廿百九千壹英 PRICE: 38 FEB MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE. WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.35	2.35	3.00	4.35	5.45
Yammat ...Dep.	8.48	8.13	9.18	10.08	12.08	1.43	2.43	3.08	4.43	5.53
Shatin ...Dep.	7.01	7.26	8.31	9.21	11.21	1.26	2.26	2.51	4.26	5.36
Taipei ...Dep.	7.09	7.34	8.39	9.29	11.29	1.34	2.34	2.59	4.34	5.44
Taipei Market ...Dep.	7.29	7.54	8.59	9.49	11.49	1.54	2.54	3.19	4.54	6.04
Shatin ...Dep.	7.37	8.02	9.07	9.57	11.57	2.02	3.02	3.27	5.02	6.12
Shatin ...Dep.	7.45	8.20	9.25	10.15	12.15	2.20	3.20	3.45	5.20	6.30
Shatin ...Dep.	7.53	8.28	9.33	10.23	12.23	2.28	3.28	3.53	5.28	6.38
Shatin ...Dep.	8.01	8.36	9.41	10.31	12.31	2.36	3.36	4.01	5.36	6.46
Shatin ...Dep.	8.09	8.44	9.49	10.39	12.39	2.44	3.44	4.09	5.44	6.54
Canton ...Arr.	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	8.05	8.30	9.35	10.25	12.25	1.40	2.40	3.05	4.40	5.50
Shatin ...Dep.	8.13	8.38	9.43	10.33	12.33	1.48	2.48	3.13	4.48	5.58
Shatin ...Dep.	8.21	8.46	9.51	10.41	12.41	1.56	2.56	3.21	4.56	6.06
Shatin ...Dep.	8.29	8.54	9.59	10.49	12.49	2.04	3.04	3.29	5.04	6.14
Shatin ...Dep.	8.37	9.02	10.07	10.57	12.57	2.12	3.12	3.37	5.12	6.22
Shatin ...Dep.	8.45	9.20	10.25	11.15	13.05	2.20	3.20	3.45	5.20	6.30
Shatin ...Dep.	8.53	9.28	10.33	11.23	13.13	2.28	3.28	3.53	5.28	6.38
Shatin ...Dep.	9.01	9.36	10.41	11.31	13.21	2.36	3.36	4.01	5.36	6.46
Shatin ...Dep.	9.09	9.44	10.49	11.39	13.29	2.44	3.44	4.09	5.44	6.54
Kowloon ...Arr.	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.35	2.35	3.00	4.35	5.45
Yammat ...Dep.	8.48	8.13	9.18	10.08	12.08	1.43	2.43	3.08	4.43	5.53
Shatin ...Dep.	7.01	7.26	8.31	9.21	11.21	1.26	2.26	2.51	4.26	5.36
Taipei ...Dep.	7.09	7.34	8.39	9.29	11.29	1.34	2.34	2.59	4.34	5.44
Taipei Market ...Dep.	7.29	7.54	8.59	9.49	11.49	1.54	2.54	3.19	4.54	6.04
Shatin ...Dep.	7.37	8.02	9.07	9.57	11.57	2.02	3.02	3.27	5.02	6.12
Shatin ...Dep.	7.45	8.20	9.25	10.15	12.15	2.20	3.20	3.45	5.20	6.30
Shatin ...Dep.	7.53	8.28	9.33	10.23	12.23	2.28	3.28	3.53	5.28	6.38
Shatin ...Dep.	8.01	8.36	9.41	10.31	12.31	2.36	3.36	4.01	5.36	6.46
Shatin ...Dep.	8.09	8.44	9.49	10.39	12.39	2.44	3.44	4.09	5.44	6.54
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Shatin ...Dep.	8.37	9.02	10.07	10.57	12.57	2.12	3.12	3.37	5.12	6.22
Shatin ...Dep.	8.45	9.20	10.25	11.15	13.05	2.20	3.20	3.45	5.20	6.30
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Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from Messrs. THOS. COOK & SON, LTD., HONG KONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.

R. BAKER, Manager.

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Sailings from Canton: Daily, at 8 A.M. & 4 P.M. (Sundays 4 P.M. only).

The 4 P.M. Steamer from Canton (SUNDAY EXCEPTED) on arrival in Hong Kong berths at Wing Lok Street Wharf. All Steamers will, as usual, leave for Canton from the Hong Kong Wharf.

MACAO LINE.

From Hong Kong: 8 A.M. (Week days only).
From Macao: 2 P.M. (Week days only).
SUNDAY EXCURSION—30th OCT., 1927.
To Macao: 9.00 A.M. "SUI AN".
From Macao: 4.30 P.M. "SUI AN".
Above sailings are subject to weather conditions and intending passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

COOLER WEATHER INDICATES—

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Our London Letter.

ENGLAND'S SAD SUMMER.

THE NEW LORD MAYOR.

MEN FOR CANADA'S MINES.

[FROM OUR OWN CORRESPONDENT.]

LONDON, Sept. 30th.

The Summer of 1927 will be long remembered for incessant rain and cheerless days. There were only occasional spells of warm sunny weather. From the middle of July until the end of September it has been persistently wet in the East and South of England. The West Country was more fortunate, and visitors to Scotland enjoyed sunshine when mist and rain prevailed south of the Tweed. Naturally the broken weather has spoiled the pleasure of many thousands of holiday-makers, and the seaside hotels and boarding-houses report a very lean time.

The farmers have suffered considerable losses owing to the wet season, which has hampered their efforts in getting in the harvest. Farmers as a class are notorious for grumbling; they are seldom satisfied, but in the present year of grace it must be admitted that they have had a real grievance against the Clerk of the Weather. When harvesting operations cannot be carried on except amid constant interruptions caused by rain it means delay and a higher labour bill. Although we are now at the end of September, on many farms in the Eastern Counties the corn is still in the fields, with the farmers waiting for a favourable opportunity to cart it to the home-steads, and stack it ready for threshing later on.

But while it has been a disappointing Summer in many ways everyone hopes for the best, and a fine Autumn may to some extent compensate for the dripping skies of Summer. In this climate one has to be an optimist where the weather is concerned.

London's New Lord Mayor.

This week the City Corporation elected Sir Charles Batho to be the new Lord Mayor of London. There were rumours that there would be a contest, the name of Sir Harold de Courcy Moore being mentioned as a candidate. Sir Harold is senior alderman, and it is the custom to elect whoever holds that position if he has never filled the mayoral chair. It would have been extraordinary if a contest did in fact take place, for precedent is very strong in the Mayoral election, and the whole ceremony, which has varied but little in 800 years, has no exact counterpart elsewhere in Great Britain.

However, at the last moment Sir Harold withdrew, and Sir Charles Batho was unanimously elected. He was created a Knight last year on the expiry of his term of office as Sheriff. He is a member of the firm of Copland & Co., ship store-keepers, of Aldgate, E., and lives at Pimlico-on-Sea on the Essex coast. Since 1913 Sir Charles Batho has been a member of the Corporation. Lady Batho is tall and of distinguished appearance, and is an excellent hostess.

Miners for Canada.

I learn that the Overseas Settlement Department are making arrangements for the recruitment of miners for Canada. It is stated that Canada needs coal-getters almost as much as she needs farm hands, and seeing that we have in this country 100,000 mine-workers who are unemployed if they could be transplanted to a new land where there is a demand for their skilled labour. The latest official figures published in London show that there are now 10.8 per cent. of coal miners wholly unemployed, and an additional 10.2 per cent. are on short time. The experts who are experienced in the business of emigration have discovered that the mining districts of Britain are the most promising fields for obtaining men of good physique capable of undertaking "turn work" abroad. The Overseas Settlement Department are of opinion that when their plans are completed young miners will be willing to try their fortune in Canada at their own particular job, especially as there is always the chance to earn high wages on the land if and when they should desire to engage in agricultural labour. It would also help to some extent to ease the unemployment problem here—H.B.

THE JAPANESE ARMY.

CRITICS FEAR IT IS OBSOLETE.

MECHANIZED UNITS DEMANDED.

Due perhaps to the recent British Army manoeuvres on Salisbury Plain, when fighting units with the latest mechanized developments participated, a wall is heard in some quarters in Tokyo that the Japanese Army is obsolete. It is maintained that, although the Imperial Japanese Army is very modern, the Army is old-fashioned and its efficiency, in consequence, is very doubtful. The organization of the Japanese Army became old-fashioned for many reasons, according to the Osaka *Masimichi*, which says that, after the world war, all attention was directed on the construction of new units for the Navy, while the Army merely added numbers instead of improving the quality of its men and its weapons. "This shortcoming," says the paper editorially, "was more or less rectified by General Ugaki, but a renewal is necessary. Even one division, at least, should be re-modelled in accordance with the principles of modern military science. The War Office maintains that the organization of our probable enemy is not thoroughly modern, but this contention is not sufficient."

New Corps Are Mere Samples.

The paper continues that the Imperial Army gradually is adopting weapons of modern type, but that this cannot be completed before 1940. New corps, it says, indispensable for modern warfare, are being created, but at present they are no more than mere samples. "Military attaches in foreign embassies and legations," it proceeds, "ridicule the Imperial Japanese army as incapable of fighting forces organized on the modern system." The paper then gives an interesting incident connected with the recent dispatch of Japanese troops to Shanghai. "When Japan despatched an expedition," it says, "the commanding officer was worried at the report that the Chinese troops were furnished with poison gas. The prowess of the Japanese Army is well-known, but if it be provided with modern weapons, its fighting strength will considerably be enhanced and silent pressure could be applied."—*North China Daily News*.

MR. WHEATLEY.

PROBABLE RETIREMENT FROM PARLIAMENT.

Mr. John Wheatley, Socialist M.P. for the Shettleston division of Glasgow, who was Minister of Health in the Socialst Government, has handed his resignation as parliamentary candidate to the Independent Labour Party. This is taken to mean that he will not stand at the next general election. One reason for the resignation is said to be his health, which has been unsatisfactory for some time. Another is said to be the failure of his libel action last July against Mr. J. M. Reid Miller, his general election Conservative opponent, and Mr. A. B. Anderson, former proprietor of the *Eastern Argus*. Mr. Wheatley has been a member of the Independent Labour Party for 19 years. He is connected with a Glasgow publishing firm.

PEKING COAL SHORTAGE.

IS TO BE RELIEVED.

Immediate measures are being taken by the government to relieve the shortage of coal in Peking, says the *N. C. Standard*. This question was minutely talked over at the last cabinet meeting, and it was decided that the Ministries of Interior, Industry and Communications should take the matter in hand. Accordingly, the Ministries of Industry and Communications have appointed Messrs. Yu Jung and Wei to represent them at a joint conference to be held in the Ministry of Interior shortly for the discussion of the subject. It is learned that when the three Ministries concerned have adopted definite measures, they will call for the assistance of local authorities, the Peking General Chamber of Commerce and other philanthropic organisations here in proceeding with the plans.

DIARY OF EVENTS.

To-day.

2nd Annual Military Harbour Race, 2.45 p.m.
Cricket: Navy v. Army, H.K. C.C. ground.
Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m., and Lane Crawford's Restaurant, 4.30-5.30 p.m.
Garrison Football League: H. Bty. R.A. v. D. Coy., K.O.S.B., Sookumpoo, 4.30 p.m.
Hong Kong Football League: Division I: R.A.F. v. R.A.; K.O.S.B. v. Scots Guards.
Hockey: Club XI v. 3rd Punjab, U.S.R.C. ground, 5 p.m.
Dance Central British School, Kowloon.
H.M.S. Dragon Farewell Dance, R.E. Theatre, Wellington Barracks, 8.30 p.m.
The Quaints present "No. No. Nanette," Theatre Royal, 9.15 p.m.
Queen's Theatre: "Let's Get Married."
World Theatre: "North of 36," also Chinese Picture "Man Lee Chun (Part II)."
Star Theatre: "Souls for Sale."
Principal Mails:—Outward: Canada, America, etc., Europe via Vancouver, B.C., and via Siberia (Empress of Russia), 10 a.m.

Thursday.

First Day of Jemadi-ul-awal.
Legislative Council Meeting, 2.30 p.m.
Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m., and Lane Crawford's Restaurant, 4.30-5.30 p.m.
Garrison Football League: 19th H. Bty. R.A. v. B. Coy., K.O.S.B.; H.Q. 2nd K.O.S.B. v. R.A.M.C., Sookumpoo, 4.30 p.m.
8th Annual General Meeting Hong Kong Boxing Association, Jardine, Matheson's Board Room, 5.30 p.m.
18th Century Music Concert, Helena May Institute, 5.30 p.m.
Conference of Clergy, St. John's Cathedral Hall, 6 p.m. to 10 p.m.
Steel and Coulson's Billiard League: D.R.C. v. R.A. R.E. and R. Bty. v. K.O.S.B. Warders v. K.O.S.B.; Warders v. St. Patrick's Club.
Farewell dinner and social of 10th Field Ambulance at Diocesan Boys' School.
After Dinner Dance at Lee Gardens.
Police Headquarters dance, 8.30 p.m.
European Y.M.C.A.:—Literary Evening: Discussion, "That Old Authors are Preferable to Modern."
The Quaints present "The Blue Train," Theatre Royal, 9.15 p.m.
Queen's Theatre: "Let's Get Married."
World Theatre: "Madame Sans Gene."
Star Theatre: "Call of the Canyon."
Principal Mails:—Inward: Europe via Suez (Mongolia).

Friday.

St. Simon and St. Jude Day.
Ten Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m., and Lane Crawford's Restaurant, 4.30 to 5.30 p.m.
Organ Recital by Major E. J. Barkham, St. John's Cathedral, 5.45 p.m.
The Quaints present "Oh Joy," Star Theatre, 9.15 p.m.
Queen's Theatre: "The Tower of Lilies."
World Theatre: "Madame Sans Gene."
Star Theatre: "Call of the Canyon" (matinee only).
Principal Mails:—Outward: Australia, New Zealand, etc. (Arafura), 2.30 p.m.

Saturday.

Bankruptcy Court, 10.30 a.m.
24th annual general meeting of the Grand Hotel Des Wagons-Lits, Ltd., Exchange Building (2nd floor), noon.
Half-Yearly Meeting of the Hong Kong Jockey Club, Hong Kong Club Annex, 12.30 p.m.
Scottish Company (H.V.D.C.) annual sports, Central British School ground, King's Park, 2 p.m.
European Y.M.C.A. Ramble to Shatin.
Cricket League:—Division I: Chinese R.C. v. I.R.C. "A." Division II: University v. R.A.O.C.; Kowloon C.C. v. Tamar. Friendly Cricket: Interport Trial Match (H.K.C.C. ground); C.S.C.C. v. Royal Navy; Club de Recreio v. H.K.C.C. 2nd XI; Royal Navy v. C.S.C.C. 2nd XI.
1st Tournament of Hong Kong Boxing Association, Theatre Royal, 9.15 p.m.
The Quaints present "Oh Joy," Star Theatre, 9.15 p.m.

THE HONGKONG

HONGKONG HOTEL, (RENTED BY H.K. HOTEL)

"PINK HOTEL"

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LAND

SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL, MANIC HOTEL

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Automatic.

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STILL FIRST 1927

300 Years
it's stood the test.
And still of whiskies is the best;
"Tis "Scotch" but that's a trifle vague—
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SHEWAN, TOMES & CO.
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MARTIN'S PILLS
APIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house. Chemists and Stores sell them throughout the world.

THE DOCTRINE OF REINCARNATION.
WHY IT IS REJECTED BY THE CHRISTIAN CHURCH.
THE ANCIENT EGYPTIAN, GREEK AND HINDU BELIEFS.
INTERESTING SERMON BY THE CATHEDRAL CHAPLAIN.

Preaching at the Cathedral last Sunday morning on the subject of Reincarnation, and the Christian teaching on that doctrine the Rev. H. Copley Moyle took his text from I. Cor. 15. v. 54:—Death is swallowed up in victory.

For most people there is a great fascination in the unknown. Curiosity is natural, though it may become a vice if allowed to go to excess. New experiences are delightful and are always a source of satisfaction if taken aright. Who can ever forget his first trip abroad? the fascination of seeing new countries and new people is not easily forgotten. I suppose most of us can remember the keen enjoyment of our first voyage out here. How full of interest we found the different ports as we came to them. Port Said, the gateway of the East, Colombo, with its gay colours and dark skinned people, and its "spicy breezes," Singapore, which gave us a foretaste of Chinese conditions. How delightful to see all this for the first time. I often think that it is one of the great disadvantages of being very rich (a condition from which most of us are never likely to suffer) that it makes it so easy to go everywhere and that the world ceases to have the fascination of the unknown and becomes boring and tedious. Even the seeing of new places can be carried to success and lose all its charm.

It is perhaps this fascination of the unknown which makes us all so interested in hearing of life after death. As we like to be told about a country to which we are about to make a journey, so we all listen eagerly to what men have to say about life after death, for we know that they are speaking of a country to which we are going sooner or later.

A Film Presentation Of The Doctrine.

The other day I went to the cinema and saw a picture called "The Love of Sunya," which was supposed to be founded on the theory of reincarnation. In Ancient Egypt a priest in a temple had wronged a girl who fled there for refuge and he and the girl were supposed to be reincarnated in the person of an American play man and of a young American girl. The picture hardly called for "propaganda" as it did not seem to make any effort to popularise the idea of reincarnation but merely took the suggestion of reincarnation as the foundation of the plot. Let us this morning for a few minutes turn our thoughts to the subject of reincarnation, or as it is sometimes called metempsychosis or transmigration—the doctrine of the passage of the soul from one body to another. The belief appears among many savage races in the form that they thought the ancestral souls return and impart their likeness to their descendants, but no ethical value was attached to the belief.

An Ancient World Belief.

Re-incarnation first appears as a factor in the gradual purification of the spiritual part of man, and its return to God, the source and origin of all things, in the religion of the ancient people of India. From there it passed to the Egyptians, and from there to the Greeks, according to the Greek writer Herodotus. But modern investigation into the Egyptian records shows that Herodotus was wrong. The Egyptians did not believe in metempsychosis. All that they believed was that certain privileged souls could assume other forms at pleasure in the other world; they did not regard them as being in any way tied to those forms. Herodotus misunderstood the belief of the Egyptians and too hastily jumped to the conclusion that they were believers in re-incarnation, as it was held by some of the Greeks. No doubt the Greek belief in re-incarnation came in some way from India. It was one of the characteristic doctrines of Pythagoras, and Plato believed that the souls of men during a period of 10,000 years inhabit the bodies of different men and animals. Aristotle on the other hand did not accept the belief in re-incarnation. The doctrine was introduced amongst the Romans by Ennius; allusion to it is found in Horace and Virgil.

Regarded As A Heresy By The Christian Church.

Amongst some of the Gnostics it is to be found. Some of the early Christian Fathers condemn it, and the only Christian writer who seems to have held it was Origen who was condemned for his opinions on the subject, the universal opinion of the Christian Church being pronounced in the sentence, "If any one asserts the fabulous pre-existence of souls, let him be anathema." That we have lived before is an assertion for which there is no proof. It is said that many people have memories of events and persons and scenes apparently wholly unconnected with our present state of existence; and that this goes to prove our pre-existence. I have never had

such experiences nor have I ever spoken with anyone who has, but even if there are people who have had such experiences they may be accounted for in other ways than by transmigration. Actual happenings long forgotten, tricks of the brain, old photographs on the retina of the eye, unknown by-ways of memory, will account for much. It may be that our "subliminal consciousness" may be able to inherit impressions received by an ancestor which as a general rule remain in subconscious regions.

It is often asserted, that the doctrine of re-incarnation is in harmony with the modern scientific belief in evolution, but this can hardly be claimed, because it is taught that the conditions of re-birth depend on the doings in the previous life, so the result of a wicked life would be rebirth in an inferior body, and some believers in transmigration have held that men can be reborn as mere animals.

The Buddhist Belief.

The writer on Buddhism, Bishop Copston, says: "Buddhism does not hold that there is any such as an independent soul, existing in or with the body, or migrating from one body to another. The self or personality has no permanent reality; it is but the result of certain elements come together—a combination of faculties and characters. No one of these elements is a person, or soul or self, but a person's combination the name self is properly applied. The death of a man is the breaking up of this combination of both the body and of the rest of that aggregate of faculties and characters on which life depended. Life then is, combination, separate those elements and life is at an end. If they never combined there would be no life, no self, no personality. But as things are there is at work in the world a force by which these elements tend to combine. No sooner has a man died and his life elements been scattered than they enter under the combination of a new life is the result. There is a fatal tendency to reproduce life (it arises out of past action, and its name is Karma) and no sooner is a man dead than he is hurried on to some other life by a new combination. In Buddhist thought there is no permanent distinction between human life and other kinds or grades of life. When the life elements by which a man lived break up, they may reunite to form either a man or a deity or a dog. He goes according to his Karma."

We see from this the difficulty of reconciling a belief in a series of re-incarnations with personal immortality.

"That Monstrous Corruption."

Dr. Mozley speaks very strongly on the subject of metempsychosis. It is "that monstrous corruption which preyed like a cancer upon all the belief in the soul's immortality. The doctrine of metempsychosis is an organic corruption of the conception of a future life, because it interferes with that which lies at the root of such a conception—personal identity. I am the same person throughout the whole of my life here. Eternal life is being the same person throughout eternity. But the doctrine of metempsychosis utterly confounds, at the very outset, this elementary notion. A man becomes several men in succession. But in this career of one person who is an innumerable crowd of persons, personal identity is confounded wholly and so a future life at the root vitiated. Shall I who live now be the same person that will live in a future life, or will that person be different from myself. I cannot understand upon this doctrine how he will be the same person with myself; but if he will be different persons, I have no interest in the question of eternity at all."

A Dismal Theory.

In Hinduism the doctrine of metempsychosis reached a monstrous development, it being asserted that there were 8,400,000 forms of existence through which the soul was liable to pass before attaining its final goal.

The doctrine is opposed to the teaching of the Bible and of Christianity. It rests entirely on unproved assertions, and would fasten on those who hold it the dismal prospect of innumerable lives, all of which may be miserable, and none of which will have any recollection of the past sins for which they are being punished, or of the good deeds which have won them a rise in the ladder of life, and it takes away all prospects of reunion with those we love in the next world, for the soul of the father or mother, the child or husband or wife will be in some other body and unrecognisable. In contrast to the dismal prospect afforded by the theory of re-incarnation the Christian faith teaches us that the soul is conscious after death and preserves its conscious identity. The soul of the faithful Christian passes to the rest of Paradise, where in

(Continued on next column.)

PEKING MERCHANTS AND TRAMCAR CO.
PROMISED ALLOWANCE TO FACTORY FOR POOR.

Peking's General Chamber of Commerce is at loggerheads with the Tram Car Company as a result of the failure of the latter to pay since the first month of this year the monthly allowance of \$5,000 to the industrial factory for the poor, an institution run under the auspices of the chamber.

When the tram car company started its operations about three years ago there was considerable opposition from many Chinese and foreigners. The latter frowned on the introduction of the trams because it would mar the charm of Peking, while Chinese opposed it because of the fear that thousands of poor Chinese who depended upon ricksha-pulling for a living would be thus thrown out of employment.

In order to conciliate Chinese opposition, the management of the company agreed to give \$30,000 to the General Chamber of Commerce to cover the initial expenses of opening a factory for the poor, in addition to \$500 a month for the upkeep of the factory. This allowance has been in arrears since last January and all efforts of the chamber to collect the money have been so far without avail.

The chamber complains that the company has been guilty of discrimination, as only recently it paid \$3,000 to the Peking municipality. The municipality receives \$1,000 a month from the company as its contribution to the maintenance of Peking roads.

EXCHANGE.
CLOSING QUOTATIONS.
October 25th, 1927.

On LONDON.—
Telegraphic Transfer 1/11 1/2
Bank Bills, on demand 1/11 13/16
Bank Bills, at 30 days sight —
Bank Bills, at 4 months' sight —
Credits, at 4 months' sight 2/0 1/2
Documentary Bills, 4 months' sight — 2/0 1/2

On PARIS.—
Bank Bills, on demand 1/230
Credits, 4 months' sight 1/205

On YOKOHAMA.—
Bank Bills, on demand 48 1/2
Credits, at 60 days sight 48 1/2

On BOMBAY.—
Telegraphic Transfer —
Bank Bills, on demand 132 1/2

On CALCUTTA.—
Telegraphic Transfer —
Bank Bills, on demand 132 1/2

On SHANGHAI.—
Bank Bills, at sight 73 1/2
Private, 30 days sight 97
On YOKOHAMA.—On demand 103 1/2
On MANILA.—On demand 97
On SINGAPORE.—On demand 85 1/2
On BATAVIA.—On demand 119 1/2
On HANKOW.—On demand —
On HONGKONG.—On demand 94 1/2
Sovereign, Bank's Buying rate 92 1/2
Gold, 100 fine, per test 25 13/16
Silver, per oz 25 13/16

EXCHANGE RATES.
[BRITISH WIRELESS SERVICE.]
Rugby, October 24th.

Paris 124.05
Brussels 34.98
Amsterdam 12.10 1/2
Berlin 20.40
Copenhagen 18.17
Vienna 34.52
Helsinki 193 1/2
Lisbon 27.7 1/2
Bucharest 785
Buenos Aires 47 1/2
Shanghai 2/6 1/2
Yokohama 1/10 1/2
New York 4.87 1/2
Geneva 23.25
Milan 88.10
Stockholm 18.08
Oslo 18.49
Prague 18 1/2
Madrid 28.31 1/2
Athens 387 1/2
Rio 5.59/64
Bombay 1/5.15/16
Hong Kong 1/11 1/2
Silver (spot) 25.3/16
Silver (forward) 25 1/2

full consciousness it exists in growing happiness and increasing holiness in company with those whom it has loved on earth, awaiting the day of resurrection, when the soul and spirit reunited to a spiritualised body will be called to the full enjoyment of the presence of God which we speak of as Heaven. So will death be swallowed up in victory. Our Blessed Lord in His words to the penitent thief on the cross "To-day shall thou be with me in Paradise" has taught us that personal identity persists through death, which is the beginning of a new and happier life, a life of growth and purification and of increasing holiness and knowledge, but in that life we shall still be ourselves and we shall have the memory of our previous life—and of our past actions—that is the Christian belief and it seems to me to be infinitely preferable to the dismal theory of re-incarnation.

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SUSPENSE

SUPERB
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SCENES

COMING TO THE **QUEEN'S** TUESDAY TO SATURDAY
November 2nd to 5th.

JAPAN'S RECORD OF REFORMATION.

WHY IT DIFFERS FROM CHINA'S.

ISLAND EMPIRE'S REVOLUTION LED BY THE
ARISTOCRACY.

Professor Toynebe of London University in an article in the well known American magazine *Harper's Weekly* for September has written an illuminating treatise upon "The Far East's Reaction to Western Civilization."

Professor Toynebe points out that during the first four centuries of intercourse with the Western Powers both the Chinese and the Japanese Governments remained masters of the situation. "They regarded the Western seafarers as just another swarm of barbarians from the Southern Sea, uncouth, ingenious, demonically energetic and, therefore potentially formidable, though actively rendered innocuous by their small numbers, the extreme remoteness of their homelands, and their inveterate habit of fighting among themselves on account of trivial and incomprehensible differences of religion and nationality."

When we consider the modern relations between the West and Japan it is clear that up to the present Japan appears not only to have retained her mastery over the situation created by contact with the West (a mastery lost by the Chinese nearly a century ago), but to have taken permanent rank among the Great Powers of the Western World.

Japan's Progressive Governing Class.

The whole point is that the Japanese Governing Class found it less difficult than the Confucian Literati of the Celestial Empire to look upon the "South Sea Barbarians" with unprejudiced eyes. They realised that the policy of exclusion of the foreigner, which had worked well enough in the seventeenth century could not be maintained with impunity now. That is where the Chinese persisted in their error and the Japanese, after Shimonoseki, did not. Their quickness of perception was extraordinary, and the Japanese governing class realised that to retain her mastery of the situation Japan must alter her relations with the West completely, and also make a thoroughgoing revolution in her own national life. So they "Westernized" the life of the Japanese people at once and practically avoided the transition stage of the "Unequal Treaties" altogether. True Japanese commenced to laboriously reform their administration, their law, and their judicial procedure and produced men with a new standard of education and probity.

The foreign powers had to admit that the Japanese, through their own exertions, had rendered foreign treaty privileges no longer necessary. Hence, in Japan, the difficult transition from "hostile isolation to free and friendly intercourse on equal terms" was successfully accomplished in less than half a century. In China the matter has been in progress for the best part of a century and the end is not yet in sight.

Consider now how the differences came about. Why has Japan handled the phase so brilliantly and China made, on the whole, so dismal a failure of it? The obvious explanation lies in the difference in the nature of the Japanese and the Chinese governing class. When Japan met the impact of the modern West first she was under the rule of an hereditary aristocracy with a tradition of fortitude and loyalty, an experience of statecraft, and a habit of command, which were more enduring and more important than their cultural heritage or their technical training. Hence they were able to exchange the Confucian and Buddhist cultures for Western culture and adopt new methods of warfare without ceasing to be the governing class. They lost by their adaptations no forfeiture of their authority over the Japanese people.

China's Democratic Civil Service Falls.

In China, the governing class which had to meet the impact of the modern West was of an entirely different character. It was a professional civil service, recruited in the most democratic manner conceivable, by a system of competitive examinations in a classical culture accessible to any boy with the talent to excel in it, however poor and humble his parents might be. China, China as the fountainhead of far eastern civilization might be expected to have a more enlightened system than the Japanese on the face of things.

When, then, it came to the question of "What is the best type of governing class for meeting the impact of a formidable alien civilization?" then the Chinese civil service was at a considerable disadvantage compared with the Japanese aristocracy. The civil service was founded not on descent and family tradition but on a cultural heritage, and it could renounce its Confucian background without committing suicide. The Chinese governing class, while the Japanese were taking the road of salvation, had therefore the hard choice of perishing by accepting western civilization or perishing by rejecting it. It was only human that they chose the second alternative under which its doom was not immediate, though still inevitable. The Chinese Revolution of 1911 was the direct consequence of the loss of mastery which had existed since the war of 1839. The Revolution not only overthrew the Government but also the whole Confucian way of life in which the civil service had lived and moved.

While Japan has adjusted herself to the modern West by a revolution from above, downwards, China has been compelled to attempt the same adjustment by the far more difficult process of a revolution from below upwards, for the governing class was inevitably, from its nature, of taking the initiative, so had to be swept away. That is why the Chinese revolution has started half a century later than in Japan.

WAR IMPOVERISHED ARISTOCRATS.

A CARDINAL'S RELIEF SCHEME.

Under the auspices of Cardinal Vincenzo Vannutelli, an international committee has been formed in Rome comprising the most outstanding personalities of various countries. The object is to found a home of refuge for persons belonging to the aristocratic and intellectual classes, without any distinction of nationality, who owing to the World War and various other international crises have lost all their belongings and their social position.

Hitherto numerous committees had been formed to help war-wounded, orphans, and widows, but the idea of coming to the aid of the so-called "hidden poor" had never occurred to anyone, although they are perhaps the worst sufferers from the revolutionary movements which have taken place in many parts of the world.

With the aid of an international subscription the committee proposes to found the first Refuge Home at Ostia, near the Temple of Our Lady of Peace, which is developing into an imposing church under the care of Cardinal Vannutelli, Dean of the Sacred College and Bishop of Ostia.

Other Refuge Homes on the same lines will be built gradually in different parts of the country, enabling the refugees to select the locality which they prefer, and in which they can hide their grief and troubles from the world.

OIL DISCOVERY IN AUSTRALIA.

WARNING AGAINST-UNDUE OPTIMISM.

The reported release of a large flow of petroliferous gas in the Roma district of Central Queensland, Australia, where oil boring has been proceeding for some time, has prompted Mr. C. W. C. Marr, Federal Minister for Home and Territories, to issue a warning against undue optimism, after a conference with the Government's oil geological adviser, Dr. Woolnough.

Mr. Marr says: "A distinctly petroliferous gas has been encountered at Roma. Heavy waxy oil has been flowing from Longreach for two years past, and small showings of oil have been reported at Ruthven Cleve and other bores in Central Queensland."

"Roma gas contains a small proportion of highly volatile liquid and also oil, consisting almost exclusively of non-volatile substances. Only drilling in carefully selected places has been possible, with the object of ascertaining the essential facts regarding the existence of petroleum in commercial quantities."

Enough is known to suggest an attitude of restrained optimism, but no more. The tendency to regard a self-styled practical oil man from America as a superior being with an intuitive knowledge of the oil country has been responsible for squandering tens of thousands of pounds of Australian money. Unfortunately, the tendency still persists."

SPY MANIA IN RUSSIA.

SOVIET SECRET TERRORIST POLICE.

FAKED CHARGES OF CONSPIRACY.

Spy mania in Russia is a new phenomenon, for until 1924 the Cheka, or the OGPU, as the Soviet secret terrorist police is now known, specialised only in "conspiracies." Faked charges of conspiracy against "the power of the Soviets" were frequent, and were staged with just as much spectacular display as the present trials for espionage.

These charges served two purposes: firstly, they were intended to demonstrate the need for the Cheka to those who advocated its abolition; and, secondly, they were intended as replies to the allegations constantly brought against the Soviet of conspiracy in other countries.

Chief Of The Cheka.

The policy is attributed to the genius of Dzerzhinsky, the originator and chief of the Cheka, who died in mysterious circumstances last year (says Dr. Edouard Luboff in the *Daily Mail*).

When the supply of victims gave out new methods became essential, and from the middle of October, 1924, the Cheka began to arrest people who had come into contact with foreigners, chiefly British. The usual accusation was that they had been spying in Russia on behalf of Britain.

As a rule, these charges were based on innocent letters between members of the British Mission intercepted by the Cheka. Among these letters is the now famous communication from Mr. Preston, of the Petrograd Mission, to Mr. Jerran, of the Moscow Mission. The Cheka put a special interpretation on the humorous expressions used by Mr. Preston.

The first victim of the Cheka spy mania was Colonel Peshkoff, a former officer of the Czar's army, who was shot after a farcical trial for espionage on behalf of Britain. In an official report by Rykoff, the Soviet Premier, the British Government is stated to have made efforts to save the lives of eleven people, all of whom had been accused of espionage, but it is claimed that "an unlimited number of persons" were convicted and shot.

Executions Fluctuated.

During the next two and a half years the number of executions fluctuated, but since the recent Anglo-Soviet breach they have increased rapidly. In fact, it may be said to-day that agents of the Cheka have now been let loose on Russia like savage witch-hunters.

Unfortunately people with relations or friends in England have become the special prey of the Cheka. Their names have been tabulated, and the slightest pretext is utilised for their arrest and certain conviction. Thus whole families in Moscow, Petrograd, and Odessa have been shot or are now in prison. For example, in the present trial, the innocent relationship between Khlopushin, one of the accused, and several English friends has endangered the lives of his mother, two brothers, and their friends, Karukina and Gagnieff.

Committed "Suicides."

There is also the case of Sokoloff, who was friendly with members of the British colony in Helsinki (Finland). This friendship may cost the lives of the Olshevsky couple, and, according to the reports, it has already meant death to Mitingin, who is reported to have committed "suicide" after making a confession. The Grudzeff couple are also suffering for their friendship with one of the accused who corresponded with English friends.

In these obvious ways the charges of espionage are faked. And thus the people of Russia are "prepared" for "the forthcoming war." For it is evident that any mania and war fever are merely wheels within wheels in the tremendous conspiracy against the peace of the world that the Soviet Government is engineering.

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OF COTTON.
SMOOTHER AND STRONGER
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In view of the fact that the tips of modern aeroplane propellers are in some cases going round faster than the speed at which sound travels—that is to say, at more than 750 miles an hour—the idea of cotton sounds like the raving of a lunatic. But as a matter of fact not only have such propellers been made but one of them was actually used on the American army aeroplane which recently made the first flight across the Pacific from San Francisco to Honolulu.

Strips of specially woven cotton fabric are impregnated with resin, cut to size, and laid one on top of the other to the shape of the propeller required, as many as 220 layers being needed for one propeller. The pile of strips is then put into a steam-heated furnace and pressed under a load of several hundred tons. When the pressure is removed and the furnace opened the desired shape with no sign of a join anywhere and with a highly polished surface.

Propellers so made are said to be absolutely unsplinterable by stones shot up when the aeroplane is "taxying" along the ground, and to remain undamaged when flown through heavy rain which may cut a wooden propeller to ribbons. Another advantage is that, owing to their exceptionally smooth surface, they are much more silent in flight than other types.

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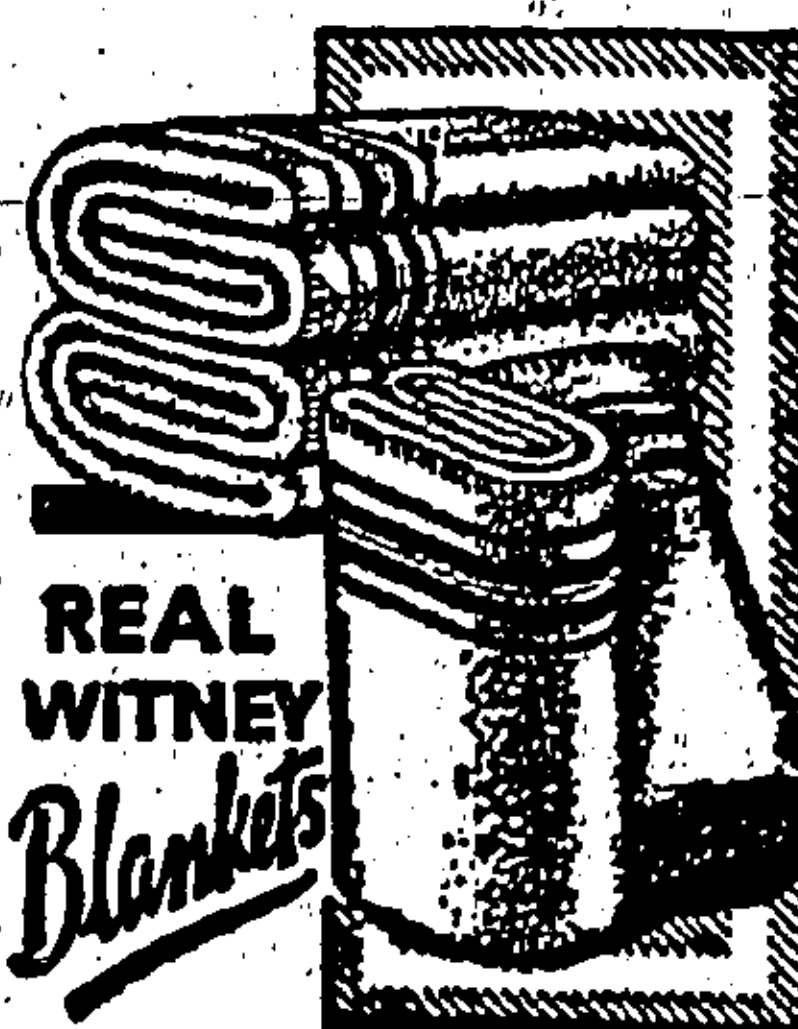
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CHINA'S INDUSTRIAL REVOLUTION.

PLANS OF CHRISTIAN CHURCH COUNCIL.

SOCIAL AND ECONOMIC BETTERMENT THE AIM.

SHANGHAI, October 26th.

The closing session of the National Christian Councils annual meeting dealt specially with a report on the task of the Christian Church in China along industrial and economic lines. The Council plans to pay special attention to the needs of farmers and labourers through various educational, agricultural and industrial experiments.

It was felt that the Christian Church in the West must contribute to the solution of China's industrial revolution as this is in no small measure due to Western influence. All Western Christians were urged to give their employees the benefits of the best industrial standards known in the West. Chinese Christians were urged to take up some specific problem like that of apprentices or domestic servants and endeavour to solve them in a Christian way.

Foreign Investments.

Reference was made also to international investments in China. These, it was felt, could be of benefit to all concerned if kept free, as they could easily be, from any suggestion of political aggression. This report, in short, dealt with the problem of relating religion to life as a whole and endeavoured to show how Christians could offset present materialistic tendencies by infusing society with spiritual ideals.

RESULTS OF THE MEETING SUMMARISED.

The meeting was brought to a close by an address by Dr. C. Y. Cheng, the General Secretary of the Council. He felt that the meeting had revealed the direction in which the Chinese Church is moving in its attempt to express its own religious experience. In the second place, he showed that Christianity can and should permeate the political life of China with the principles of Jesus.

In the third place, he showed that the ethical emphasis of Christianity make a strong and special appeal to the Chinese people. In the fourth place, he referred to the emphasis laid on the necessity of achieving Christian unity. In the fifth place, the meeting had recognized that the control of church affairs is shifting rapidly on to the shoulders of the Chinese Christians.

Dr. Cheng made special and feeling reference to those Chinese and foreigners who had been victims of the "unusual circumstances of the past year." "It is not possible," he said, "to find words adequate to express our feelings."

Unity.

Dr. Cheng felt that perhaps after Christian unity had been achieved on the part of Chinese Christians they might then develop their own differences in thought and form. "But," he said emphatically, "there will be this difference. The sectarian divisions that now mark Christianity in China have grown out of the religious experience of other people. When and if Chinese Christians break up into sects it will be the result of their own religious experience." He said also that the Chinese Church had no desire to overlook or slight the two thousand year old experience of Christianity. "The Chinese Church," he said, "is young. Nevertheless it is beginning to express its own religious experience. As it develops it will become a city of God in China."

ROUTINE BUSINESS.

The financial report showed that generous support of the Council is coming from a good many boards and individual Christians.

Officers for the ensuing year were as follows: Chairman: Dr. David Z. T. Yui; Vice-Chairman: Rev. Andrew Wei and Rev. T. C. Bau; Treasurer: Rev. H. C. Tiao.

Dr. Yui requested to be relieved from the chairmanship, but the whole conference urged Dr. Yui to continue in office.

The following committees were appointed: (1) On Christianizing Rural Life; (2) on the Church in Worship and Religious Education; (3) on Church and Mission; (4) on Christianizing Economic Relations; (5) on Christianizing International Relations; (6) on Evangelism and Retreats; (7) on the Anti-Narcotic Campaign; (8) on Christianizing the Home; and (9) on the Reorganization of the National Christian Council.

HONG KONG POLICE RESERVE.

[ORDERS BY THE CAPTAIN SUPERINTENDENT OF POLICE.]

Commendations.

Constable R.21 Luk Pik Hing (Chinese Company) is highly commended by the C.S.P. for prompt action, upon information received, in securing the arrest on October 4th of one Wong-Fai Wong, who was wanted for kidnapping in the Tai Shan district in 1924.

Crown-Sergeant R.3 Wong Shiu Pun (Chinese Company) is commended by the C.S.P. for the intelligence displayed by him in dealing with a motor accident in Queen's Road Central on October 10th and for his promptitude in conveying the two injured persons to hospital.

Constable R.333 B. C. Randall (Flying Squad) is commended by the C.S.P. for the prompt assistance rendered to the Regular Police on October 14th, by conveying to hospital in his side-car a seriously injured workman who had fallen from the roof of a house on Caine Road, thus averting any delay in securing medical attention.

Training: Part 3 (Musketry).

The following Police Reservists will attend at the Kennedy Road Revolver Range in multi on Saturday, October 29th, at 2.30 p.m. sharp for instruction in revolver shooting under Inspector H. J. Paterson:—

13 men to be detailed by O.C. Chinese Company.

13 men to be detailed by O.C. Indian Company.

5 men to be detailed by O.C. Flying Squad.

Police Training School.

Classes for instruction in Part 2 of training course will be held at the Police Training School under Inspector H. J. Paterson on Thursday, October 27th, and Tuesday, November 1st, commencing both evenings at 5.30 p.m. sharp.

Training: Part 1 (Squad Drill).

All members of the Police Reserve who have not yet been passed out as efficient in Part 1 will parade in multi at the Central Police Station for Squad Drill and Rifle Exercise under Sergeant R. J. Hunt as follows:—

Chinese and Indian Companies on Thursday, October 27th and Tuesday, November 1st.
Flying Squad on Wednesday, October 25th.
Fall in on each evening at 5.30 p.m. sharp.

Motor Cyclist Section (Flying Squad).

The following members of the Flying Squad have been passed out as efficient in Part 1:—

Constables R.303 S. B. Kitchell, R.318 Poon Wing Fook, R.321 T. A. Barry, R.325 Li Yu Sang, R.329 Henry Kew, R.331 A. E. Greenway, R.333 B. C. Randall, R.334 J. Carr.

The following members of the Flying Squad have passed their examination in Part 2 of Training Course (Knowledge of Police duties and Regulations):—

L-Sergts. R.301 Choa Hing Kee, R.310 P. O. Peuster, Constables R.323 Li Yu Sang, R.327 Look-King, R.333 B. C. Randall, R.335 H. A. Wittenbach.

The weekly instruction patrol of the Hong Kong section on Thursday, October 27th, will start from Central Police Station at 5.15 p.m. sharp.

(Sgd.) F. C. Mow Fung, A.S.P. (R.), Acting Adjutant.

Hong Kong, October 25th, 1927.

ANTI-LEPROSY WORK IN PHILIPPINES.

PART OF LEONARD WOOD MEMORIAL.

An intensive campaign against leprosy in the Philippine Islands will be carried on throughout the next 12 months. The campaign was instigated through the ambition of the late Governor General Leonard Wood and in his honour much effort is to be exhausted simultaneously with the raising of the \$2,000,000 "Leonard Wood Memorial Fund for Lepers" in the United States.

The Philippine Chapter of the American Red Cross, through its manager, Charles H. Forster, recently offered to co-operate with the health authorities in this campaign. The offer was accepted and plans for the campaign are nearing completion. Arrangements have been made to have the chapter nurses include in their schoolroom examinations the inspection of children for early symptoms of leprosy.

Competent physicians have supplied complete instructions for these inspections and unquestionably the campaign will result in the checking of many cases of incipient leprosy.

CORRESPONDENCE.

THE APPEAL OF THE S.P.C.A.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—My Committee request me to thank you for the publicity that you so kindly gave to my letter of the 22nd instant.

Our campaign has now been launched and the reports received from our collectors are most encouraging. His Excellency the Officer Administering the Government has kindly sent a substantial subscription and has also expressed his wish that the Society may have every success in its efforts.

Unfortunately however it has been impossible to reach a very large number of ladies and gentlemen who are not engaged in business in the Central District of the town. I am sure that many of them will be only too glad to support this excellent cause.

I have therefore prepared an advertisement for insertion in your paper attached to which there is a printed form addressed to the Honorary Treasurer which I hope that persons wishing to subscribe will fill in and send with their subscriptions to the Honorary Treasurer.—Yours faithfully,

D. H. BLAKE,
President, S.P.C.A.

Y.M.C.A. COMMITTEES.

FOR THE WINTER SESSION.

The October issue of the *Red Triangle*, the official organ of the European Y.M.C.A., Kowloon, contains the following list of Committees and sub-committees elected for the winter session, 1927-28.

Sports.—General Committee: Mr. T. G. Weall (Chairman), A. A. Dand, A. C. Howell, F. R. Ashton, A. J. May, J. Hargreaves. Sub-Committees: Hockey: A. J. May (Captain), P. Sands (Hon. Sec.), F. E. G. Munn. Soccer: J. Hargreaves (Captain), L. J. Cave (Hon. Sec.), W. J. Keates. Basket Ball: A. E. Brennan (Captain), C. T. Evans (Hon. Sec.), A. McArthur. Golf: J. D. Thomson (Chairman), C. R. F. Johnson (Hon. Sec.), W. Borrowman. Motor-Cycle: H. G. Swinburne (Captain). Football: W. R. Greenhalgh (Vice-Captain), P. Sands.

Social.—General Committee: Mr. F. Crappell (Chairman), C. E. M. Terry (Hon. Sec.), W. L. Walker, J. C. Grenham, F. E. G. Munn. Sub-Committees: Billiards: W. L. Walker (Hon. Sec.), T. J. Richards, L. Jack, W. Borrowman, E. N. Ponsford. Draughts: E. N. Ponsford (Captain), F. E. G. Munn (Vice-Captain), A. J. W. Ashby, E. N. Ponsford. Glee Club: H. J. Fountain (Leader), A.D.C.: C. E. M. Terry and P. Sands (Producers).

Literary and Debating.—Mr. P. S. Cassidy (Chairman), E. R. Price (Hon. Sec.), H. A. Wittenbach, T. W. Harmon, P. Sands.

Library.—Mr. D. O. Russell (Chairman), P. Sands (Librarian), W. W. Rogers, S. O. Gregory, A. C. Howell, A. A. Dand.

Rambling.—E. R. Robinson (Hon. Sec.), R. H. Thomas, D. Dangerfield.

Tennis.—Mr. Justice J. R. Wood (President), Mr. C. C. Hickling (Vice-President), W. Baxter (Hon. Sec.), E. W. Hailton (Hon. Membership Sec.), B. W. Sampson (Hon. Treas.), A. A. Dand, W. Hyde, C. R. F. Johnson.

SAIGON RICE MARKET.

The report, dated October 20th, of the Compagnie de Commerce et de Navigation d'Extrême-Orient, states:—

We beg to confirm our last market report of October 6th, 1927. Our market is still very weak and the prices have made a further drop.

The prospects for the new crop are still favourable and it is expected that harvest will be earlier this year than usual.

The total amount of rice exported from January 1st to October 15th, 1927, is 1,206,555.137 tons against 1,158,721.904 tons in 1926.

White Saigon rice No. 1 25 per cent. broken round grain: Hong Kong \$5.95 per picul of 134 lbs. f.o.b. Saigon; 10s. 0d. per cwt. f.o.b. Saigon; Yen 6.35 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality: Hong Kong \$5.55 per picul of 134 lbs. f.o.b. Saigon; 9s. 4d. per cwt. f.o.b. Saigon; Yen 5.90 per picul of 134 lbs. f.o.b. Saigon.

For October/November shipment.

KAIPING HOUSEHOLD COAL.

In Lots of not less than 1-ton. Note Reduction in Prices.

Delivered to Peak District (above Bowen Road), \$24.00 per ton.
Delivered to Bowen Road and Lower Levels, \$22.00 per ton.
Delivered to Kowloon, \$20.00 per ton.



Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.
All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

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THE "RED TRIANGLE."

The October number of the "Red Triangle," that very attractive production of the European Y.M.C.A., gives a useful outline of proposed activities for the winter season which will be of interest to all members, resident and non-resident. There are, as usual, a number of articles of general and local interest, and among the latter may be mentioned "The Chinese Language."

The author says, "I have often heard people say, 'Oh, Chinese is far too difficult to learn.' This is a great mistake at any rate in the case of young men and women of average intelligence." The author backs up his opinion in a very interesting manner which should stimulate some of us to "have a go at it" or "another go at it," as the case may be.

There is a well chosen page of poetry and a capital book review corner.

Sport is adequately dealt with, especially the new motor cycle football club, several photographs being given.

The Red Triangle is admirably printed and got up and makes an interesting hour's reading for anyone—members no doubt read it from cover to cover.

ON THE "MCKINLEY."

SOME OF THE PASSENGERS ARRIVING HERE.

The s.s. *President McKinley* arrived here on Monday evening from the North, and sailed last evening for Manila.

Among passengers on the liner when she arrived here were:—Mr. and Mrs. A. W. Smith, who are returning to Hong Kong where Mr. Smith is a purchasing agent.

Mr. and Mrs. R. A. Hancock, returning to Manila. Hancock is with the Pacific Commercial Co.

Mr. and Mrs. T. Eppstein, en route to Manila where Mr. Eppstein is also with Pacific Commercial Co.

Major and Mrs. E. W. Moore, en route to Manila from San Francisco. Mr. Moore is President of the Isuzu Corporation.

Mr. J. E. Lyons, a representative of Cadwallader Gibson Co., L.A., who is en route to Manila.

Mrs. Mary Hargen, en route to Manila from Washington D.C.

Mr. F. A. Hollabaugh, connected with the Pioneer Rubber Mills, Fairfax, California, en route to Manila.

Mr. J. W. Cairns, Vice President, Dy Buncion Co., Manila, returning home.

Mr. and Mrs. R. G. Jones, an Engineer en route to Manila from Kobe.

Mr. Edward Iserson, a New York and Manila Exporter en route to Manila from Shanghai, China.

LEAVING HONG KONG.

BY THE "EMPRESS OF RUSSIA."

When the *R.M.S. Empress of Russia* leaves Hong Kong today for Vancouver, via Shanghai and Japan ports, she will have a fair number of passengers on board from Hong Kong.

Among those leaving from this port are:—

She Hon. Sir Shou Son Chow and Lady Chow, for Shanghai.

Mr. E. Stone, General Passenger Agent of the C.P.S., Hong Kong, for Shanghai.

Mr. K. M. Whyte, of Messrs. Donnelly and Whyte, for Shanghai.

Mr. R. R. Roxburgh, of Messrs. Thornycrofts, for Shanghai.

Col. and Mrs. S. Boylan Smith, R.A.M.C., for Shanghai, where they will wait the arrival of the *Empress of Asia* and then continue their journey on November 18th to Canada, and from thence proceed to Europe.

THE "PRESIDENT TAFT."

Yesterday we gave details regarding arrival of passengers on the s.s. *President Taft* from Manila. She left yesterday morning for San Francisco via ports, and among the passengers on board were:—Mr. C. Porter Kuykendall, the American Consul in Batavia, Java, who is going home on leave. Mr. Kuykendall will stay in the States for a few months and will then go to Europe.

Mr. E. J. Riches, a well-known merchant in the Straits, who is going to Europe on furlough.

Mr. and Mrs. F. M. Rich, who are returning to their home in Los Angeles. Mr. Rich is an Engineer in the employ of the Standard Oil Co., and formerly was stationed at Haiphong.

Mr. George Surmi, who is travelling to Shanghai. He is well-known in local musical circles.

SIR CECIL AND LADY CLEMENTI.

AT BRITISH EMBASSY, TOKYO.

Tokyo, October 26th.

Sir John Tilley, the British Ambassador, gave a dinner last night at the British Embassy in honour of Sir Cecil Clementi, the Governor of Hong Kong, and Lady Clementi, who are now on a visit to Japan.

General Baron Tanaka, the Premier; Mr. Dehuchi, the Vice-Foreign Minister; Admiral Viscount Saito, Governor-General of Korea; Mr. Hamaguchi, President of the Hikkon Minato Party; Viscount Kaneko and many other Japanese dignitaries were also present.

CANTON GOVERNMENT ACTS.

WORKERS' DELEGATE CONFERENCE PROSCRIBED.

ROUND UP OF AGITATORS.

(FROM OUR CHINESE CORRESPONDENT.)

The long controversy between the Canton Authorities and the Kuomintang left wing came to a crisis on Monday when the Administration ordered the proscription of the Workers' Delegates Conference and the General Printers Union and the arrest of the leaders of the proposed October 24th strike. The Police Authorities have been searching for well-known agitators. In headquarters of a number of unions some resistance was offered to Police search for extremist members, it was not of a serious nature. Unregistered labour unions are now no longer allowed to hold meetings and a vigorous censorship of mails is being enforced.

Following the recent announcement of the extremists Workers' Delegates Conference that they intend to reorganize the General Labour Union, representing workers opposed to the extremists, have also issued a manifesto stating that they will oppose any organization trying to interfere with them or their members. When the Workers' Delegates Conference was deposed, several of its constituent unions took the opportunity to join the General Labour Union.

A number of native banks have decided to call in all their outstanding loans and to withhold further credit. As a consequence, several more Canton-Shanghai import and export firms have had to suspend business. They have, it is understood, involved native banks to the extent of more than \$3,000,000.

Under the present administration in Canton, the shipowners have now to pay two contributions. The pirates controlling certain districts take a tribute in return for not molesting certain vessels, while the troops who are supposed to patrol the river get the proceeds of a water police tax. The ship-owners get in return neither protection nor freedom from molestation.

Religion is being taxed in Canton. According to the latest Kuomintang order, all merchants dealing in articles used at family altars or in temples have to take out special licenses. To avoid the nuisance of having tax collectors going round, the merchants in this trade have decided to farm the tax out themselves from the Kuomintang Administration.

Many "Reds" in Canton have been trying to hire coolies to carry explosives for them so as themselves to avoid the vigilance of secret service men who are busy searching for arms and other unlawful articles. Several coolies have met with accidents, while undertaking these dangerous commissions. The "Red" who handed a bomb to a 60-year-old woman at Wong-sha was a young woman of about 25 years old. The old woman was to have earned 50 cents for her work, but actually there was an explosion resulting in injury to both arms.

The majority of the trade guilds in Canton are not members of the Canton General Chamber of Commerce, and the Committee of the Chamber have decided to start a campaign to enrol every guild.

The inhabitants of the districts of Nanyang, Shuehow, and Lien-chow are suggesting the formation of local authorities of their own to take care of their public affairs. This is regarded by many as a healthy sign and until the districts will at least begin to talk of self-government, they will have to put up with oppression.

A committee of Cantonese women has been formed to welcome Mrs. Liao Chung Hoi, widow of the chief of the labour division of the Kuomintang in Canton. Her husband, the late Mr. Liao, was a close follower of late Dr. Sun Yat Sen and a leading agitator against the Merchants' Volunteer Corps in Canton. When they were "suppressed" by Dr. Sun Yat Sen, Mr. Liao was Civil Governor of Kwangtung. Mrs. Liao was to arrive at Hong Kong yesterday.

(Continued on next Column.)

CREDITOR WHO STOOD OUT.

WINS CLAIMS DESPITE COMPOSITION SCHEME.

JUDGMENT FOR GOODS SOLD.

A case which was heard before the Puisse Judge (Mr. Justice J. R. Wood) at the Summary Court yesterday morning concerned a dispute arising out of a composition scheme in connection with a debtor firm's affairs.

The Kwan Tye firm claimed against the Hung Cheong firm (otherwise known as L. Charles & Co.) for \$191.03 for goods sold and delivered.

Mr. D. McCallum was for plaintiffs and Mr. E. S. C. Brooks was for the defendants.

The debt was admitted, but it was stated in evidence that the defendant firm had been losing money for seven years and eventually negotiations were begun for the sale of the business and the arranging for a composition scheme whereby the creditors would receive 50 per cent. in full settlement.

A meeting of creditors was held and the scheme was approved, amongst those approving, according to defendants, being the plaintiff himself, who was therefore (according to the defence) debarred from making further claims.

Evidence for the defence was given by a Chinese schoolmaster who stated that as a friend of the manager of the defendant firm he had had charge of the arrangements whereby the scheme of composition was arrived at. He was present at the creditors' meeting and said that the plaintiff agreed to the scheme put forward. In any event, the decision was to be by a majority vote and all the other creditors present were in favour.

It was stated that the total debts of the defendant firm were between \$4,000 and \$5,000.

The plaintiff declared that he had never agreed to the scheme of composition and evidence was called proving an agreement which satisfied His Honour that the plaintiff was not bound by the scheme of composition.

Judgment was given for plaintiff with half costs.

ALL THAT GLITTERS IS NOT GOLD.

PAWN SHOP PROPRIETOR WHO WAS DECEIVED.

A Chinese man and woman were charged before Mr. W. Schofield at the Kowloon Magistracy yesterday, the former with pawning bangles which he represented to be gold, knowing that they were not gold, and the latter with attempting to do so. Mr. J. M. d'Almeida Remedios defended the woman.

Evidence of the man's visit to the Kin Hing pawn shop, 343, Reclamation Street, was given by the proprietor. He said that he gave \$60 for a pair of bangles which were represented to be gold, but after the man's departure witness examined the bangles more closely and found they were not solid gold.

At a later date, witness said, the woman brought a similar pair of bangles to pawn. The police were then called in, and the woman took a detective to a house in Canton Road where the man was found. A search resulted in the finding two small paper packages of gold leaf, a bone for burnishing gold, and on the man himself a pair of forceps.

In answer to Mr. Remedios, witness agreed that the woman told him that the bangles were given her by her husband.

The woman was discharged after Mr. Remedios had submitted that she was induced by the man to pawn the articles, and was quite open about her actions when the police began to look into the matter.

The male defendant was remanded to enable a witness to be called on his behalf.

TROUBLE BREWING WITH HUNAN WAR LORD.

The Canton Authorities have finally declared for the militarists of the Chiang Kai Shek clique. Orders have been issued for the movement of troops against General Tang Seng Chi in Hunan.

The Cantonese troops under General Li Fuh Lin who have been ordered to Shuehow are not likely to go beyond Cantonese territory.

CONSTABLES AND HAWKERS.

UNLAWFUL EXACTIONS PROVED.

DEFENDANTS GET SIX MONTHS' GAOL.

The case in which seven Chinese lakongs attached to the Hawkers' Department of the local Police Force were charged on three counts of accepting bribes from Chinese hawkers and of otherwise misconducting themselves as police constables, was concluded yesterday at the Central Magistracy before Mr. R. E. Lindsell.

A very able defence was put forward by Messrs. A. E. Hall, E. Davidson and C. A. S. Russ, but the defendants were convicted on the first charge and sentenced to six months' hard labour.

Opening his defence, Mr. Davidson severely criticised the way the prosecution had been conducted. He contended that the various offences alleged had not been proved against any of the defendants. The prosecution could not bring home any overt act against any one man. Before conspiracy could be proved it was necessary to show a common design. It was not sufficient to try and connect a few isolated acts of the various defendants.

Touching on the raid made by the Police, Mr. Davidson said the evidence in that connection was insufficient to incriminate the defendant—his client. Even the passwords alleged to have been given to the hawkers were not evidence. Only two men had sworn to the words "Nam Hoi" and "Suen Tak."

Coming to the "system," Mr. Davidson said that it had been in practice for nine years, according to the evidence of one of the witnesses, but there was a possibility of it having been in use long before that. The defendants, he said, had merely come across the system when they joined the squad.

The prosecution was no more than a mass of facts supposed to throw suspicion on the defendants of having taken money from the hawkers which they should not have done. "I will put it as high as this. That if you accept every word of the evidence, you still have no clear proof that the defendants did make exactions from the hawkers," said Mr. Davidson.

Mr. Lindsell said that from the interpretation of the charge, he would take it that the defendants were said to have accepted "squeeze" from the hawkers.

Mr. Davidson: "Squeeze" cannot be used in the charge. It is only a local colloquialism.

Continuing, Mr. Davidson said that with regard to the second charge, it would appear that "misconduct" would be construed as a crime. If so, it should be clearly defined and if that was not done, then what chance had the defendants had of clearing themselves? However, guilty his clients might have been, the way the charge was worded was most unfair.

Mr. Davidson also said that he could not understand why the charge of bribery had been changed to a charge of "misconduct by accepting bribes."

The prosecution had been a long time in bringing the charge against the defendants. The constables were busy men and what chance would they have to disprove a charge alleged to have been committed three years ago. The hawkers were the natural enemies of the constables, and the fact that the witnesses had neither given specific dates nor exact places where the alleged acts had taken place should render the evidence valueless.

Concluding, Mr. Davidson said that if the defendants were found guilty of taking bribes, his Worship would have no jurisdiction. The case could not be dealt with summarily.

"Bunch Them Together."

Mr. Russ associated himself with what Mr. Davidson had said. He also contended that the way the prosecution had conducted its case, made it difficult for the defendants to disprove the allegations. "If

OBSTRUCTION AT PEDDER STREET.

MOTOR DRIVERS IN THE TRAFFIC COURT.

EIGHTEEN CONVICTIONS.

Major C. Willson had a heavy list of traffic cases to deal with at the Central Magistracy yesterday when thirty-two convictions were registered against drivers of motor cars. Eighteen of these were for causing obstruction at Pedder Street.

In explaining his charges against drivers of public cars using Pedder Street as a parking place, Traffic Sub-Inspector Alexander said that a nuisance was created by these men fighting for place on the road. Complaints had been received from the Post Office of noise and further these men loitered on the foot-paths of this building. The Union Building, thereby causing obstruction to pedestrians. The result was that parking of public motor cars at Pedder Street had to be prohibited until after 5 p.m. daily.

Eighteen drivers pleaded guilty and were fined \$5 each. Another offender who was charged with parking there before the regulation time, argued that he was actually there at five minutes past five. He was given the benefit of the doubt and discharged with a caution.

Seven convictions were registered against other car drivers for obstruction at the Canton wharf and at different places in Queen's Road Central.

A Negligent Driver.

Sanitary Inspector Strange gave evidence against a lorry driver charged with negligent driving at Praya East. The Inspector said that he was on his motor cycle when the vehicle suddenly emerged from the Kwong Sang Hong factory, and as accident was narrowly averted by applying the brakes. Defendant, who was fined \$15, gave the excuse that a small boy was usually stationed outside the factory to warn traffic, but on this occasion he was not on duty.

Cars In Collision.

Two Chinese drivers of public vehicles, who had been in collision, were charged with dangerous driving in Queen's Road, West.

Pleas of "not guilty" were tendered on their behalf by Mr. H. L. Dennis and Mr. J. L. Andrews.

In answering to His Worship, the solicitors said that they were not aware if any civil action would be taken with regard to the collision, but in any case the men were only charged with dangerous driving, and any civil action which might be taken would not be prejudiced by the finding of that Court.

The case was fixed for hearing at 2.30 p.m. on Friday next.

A number of fines were imposed for other offences, such as driving on the wrong side of the road, passing stationary tram-cars, and all-night parking in the streets.

Each case had come before your Worship separately, you would have dismissed it. It was just like the district attorney saying that he knew his cases were weak but asked the Judge to bunch them together."

Mr. Russ added that if such uncorroborated evidence were accepted then no one's life would be safe.

Reward For Testifying?

Mr. Hall while agreeing with what his colleagues said, declared that the unlicensed hawkers had been granted a temporary license as a reward for coming to Court to testify. Under such circumstances, their evidence should not be accepted. They were pretty well bound to say something damaging against the defendants. Even in the raid, a Chinese detective named Ng Yook was asked to enter first.

Mr. Lindsell: You are not calling evidence, therefore, you are not allowed to bring this point in.

Mr. Lindsell also pointed out that none of the witnesses was required to produce a licence when approached by the defendants. All they had to say was "Bananas" or something like that.

Mr. Hall contended that the witnesses had been more or less coerced into giving evidence, and the possibility did exist of there being a grudge against the hawkers.

Abundant Evidence To Convict.

Mr. Lindsell said that he found abundant evidence against the defendants of having made unlawful exactions and on this count he would convict them all. They would each be sentenced to six months' hard labour. The other charges were dismissed.

TYPHOON DEATHS.

HOUSE COLLAPSE AT SHAMSHUIPO.

POOR QUALITY MORTAR AND JURY'S RECOMMENDATION.

Closer supervision of the erection of partition walls and of the materials used in their construction was urged at a death enquiry held at the Kowloon Magistracy yesterday afternoon by Mr. W. Schofield, with Messrs. G. A. Carvalho, Cheung Hok Chan and Chung Wing Tso as a jury.

The enquiry concerned the death of three inmates of a three-story dwelling house, No. 191, Nam Cheong Street, Shamshui, through the collapse of the building during the typhoon on August 20th.

It will be remembered that two inmates, a girl seven years old and a boy of six, were buried beneath masses of stone and killed on the spot. Four other Chinese were rescued, but one of them, a man thirty-five years old, died in hospital.

Medical Evidence.

Dr. J. E. Dovey gave medical evidence. In the case of Yan Ching, a girl aged seven, he stated that there were no external injuries, but the lungs were deeply congested. The second victim, Yau Mei, a boy six years old, the witness said, also showed no external injury except for a deep laceration of the skin above the knee, but there were extensive internal injuries. In both cases death was caused by asphyxiation.

The skull of the third victim, an unidentified male of 35 years, witness continued, was fractured in many places, and the brain was lacerated. The cause of death was haemorrhage.

The Reason For The Collapse.

Mr. H. J. Pearce, of the Building Ordinance Office, stated in evidence that the plans of the building were approved in 1922 and a certificate of completion was issued in July, 1924.

The building was constructed of stone walling to the ground and first floor, and the top floors of brick. After the collapse, witness examined the materials and found that poor quality lime mortar had been used, the walls being built of unsquared rubble. In his opinion this was to a large extent responsible for the collapse. Another factor leading to the collapse was a large opening in the front door closed with iron bars, which allowed the wind to enter and lift the floors which afforded lateral support to the walls. The fall of the wall on one side carried with it the floors and the roof.

In answer to the jury, witness said the stories were uneven and embedded in poor quality lime mortar. Probably the mortar would have passed the test when new, but exposure to rain would have brought about rapid deterioration.

As a safeguard against a similar collapse, witness thought that greater care should be exercised by those responsible for the construction of walls of this nature, and that cement mortar be used instead of lime mortar for all walls built of stone rubble. The Ordinance permits lime mortar even in external walls at present, and the margin of safety is somewhat narrow.

Evidence was also given by Mr. P. C. Morgan, of the Building Ordinance Office, who visited the place soon after its collapse. Witness said that while on his rounds he noticed a good deal of the plaster on the outside walls giving way, and it was easy for rain water to percolate and weaken the lime mortar.

Occupiers of the premises were then called to give evidence, but they stated that at the time of the typhoon they did not notice the floor shaking. When they saw the plaster of the wall give way, they tried to escape, but some of them were unable to get away in time.

The Verdict.

The jury returned a verdict that death was due to misadventure, and no blame was attached to any person for the collapse. They added a recommendation that close supervision should be exercised over the building of walls intended as partition walls which have to remain exposed to the weather.

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Act III Scene V (Shakespeare)... LITTLEPAIR
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Duologue, Olivia and Viola, and (Olivia)
Act III Scene I (Shakespeare)... BERNICE REES
Richard III—Speech of John of Gaunt (SUNNY O.
Act II, Scene I (Shakespeare)... HARRIS
4397 Tartuffe—Deuxieme Scene (Mlle. OLGA D'AVERT
Tartuffe Act (Mlle. OLGA D'AVERT
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NEW ADVERTISEMENTS.

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THE FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Head Office, 87, GEORGE STREET, HONG KONG, on WEDNESDAY, 2nd NOVEMBER, 1927, at 12.30 o'clock p.m. for the purpose of receiving a statement of Accounts and the Report of the General Manager for the Year ended 30th June, 1927, and electing a Consulting Committee and Auditors.

SHEWAN TOMES & CO., General Managers.
Hong Kong, 24th Oct., 1927. [5474]

TO ALL WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the HONG KONG BRANCH of the BOY SCOUT ASSOCIATION intends at an EARLY DATE to apply to the LEGISLATIVE COUNCIL of Hong Kong for a BILL to further and protect the Activities of the Boy Scouts Association and to incorporate the Hong Kong Branch thereof.

Dated the 25th day of October, 1927.
G. T. WALDEGRAVE,
Commissioner, Boy Scouts Association,
Hong Kong Branch. [5475]

SCOTTISH COMPANY HONG KONG VOLUNTEER DEFENCE CORPS SPORTS

TO BE HELD ON THE GROUND OF THE CENTRAL BRITISH SCHOOL, KOWLOON, ON

SATURDAY, 29th OCTOBER, Commencing at 2 p.m.

OPEN EVENTS:

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TWO OF WAR (Services only)
HIGHLAND FLING.

A Cordial Invitation is extended to all interested in the Scottish Co. [5476]

THE HONG KONG BOXING ASSOCIATION.

FIRST TOURNAMENT OF THE SEASON.

SATURDAY, 29th OCTOBER, at 9.15 P.M.

THE THEATRE ROYAL.

MAIN EVENTS:

15 ROUND CONTEST FOR THE LIGHTWEIGHT CHAMPIONSHIP OF THE COLONY.

STOKER PERCY LAKE (H.M.S. Durban)

FR. NIXON (38th M.T. Co.)

10 ROUND FEATHERWEIGHT CONTEST.

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FOUR SIX ROUND CONTESTS.

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GENERAL PUBLIC:— FRIDAY AND SATURDAY, 27th & 28th OCTOBER.

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HONG KONG & SHANGHAI BANKING CORPORATION.

DEAR SIR,

With reference to the request for Subscriptions appearing in the Hong Kong Daily Press, I enclose S. for the Funds of the Society.

Yours faithfully,

Address.....

[5477]

INTIMATIONS.

HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the Jockey Club Room, HONGKONG CLUB ANNEX, on SATURDAY, 29th OCTOBER, 1927, at 12.30 P.M.

By Order,

C. B. BROWN, Secretary.

Hong Kong, 12th October, 1927. [5474]

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A FLAT in CANALYON BUILDINGS, KOWLOON, from OCTOBER 1st. Apply to: HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. [5301]

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FOR SALE.—"Good Housekeeper" ELECTRIC WASHING MACHINE, manufactured by J. B. CONWAY & SONS, LTD., with Wringer Complete. Price: \$300 to Clear.—O. E. WARREN & CO., LTD., CHINA BUILDING, TEL. CENT. 289. [5473]

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LOST in KOWLOON-TONG on TUESDAY EVENING. SILVER MEDAL with RIBBON: QUEEN ALEXANDRA'S IMPERIAL MILITARY NURSING SERVICE. REWARD—\$27, KOWLOON TONG. [291]

FLATS TO LET

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HONG KONG. [50]

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The Daily Press.

HONG KONG, OCTOBER 26th, 1927

CANTON AND MILITARY ADVENTURES.

The news from Canton continues to be satisfactory and, as far as can be judged by the outsider, political affairs in the province are being arranged on a commonsense basis which offers a reasonable prospect of peace. And a period of peace, accompanied by confidence in the power of the authorities to maintain it is all that is required to ensure a return of commercial prosperity to the South. Our Chinese correspondent informs us that the Workers' Delegates' Conference, or in other words the professional labour extremists in Canton, are "very angry." That need not worry us unduly. Their anger is the outcome of their failure to dominate the situation and the more angry they become in these circumstances the better we shall be pleased. They have issued a long statement that they will not tolerate any interference with the right of free speech or with their power to declare strikes, but this means nothing. A few days ago they declared a strike of all the unions under their direction and fortunately for Canton the effect was nil. The Government's reply has been drastic and, according to more recent news, the Workers' Delegates Conference has been proscribed and its leaders are either under arrest or in hiding.

The great, and perhaps the only, cause for anxiety now arises from the suggestion that military preparations are being made to launch an attack against General Tiao Sze Chu's forces in Hunan and Hubei. Our Chinese correspondent reports that the Canton troops are simply being sent northward to guard the provincial boundaries from any possible invasion by General Tiao Sze Chu's armies. We sincerely trust that this is true and that Kwangtung and Kwangsi will not embark upon any further military campaigns outside of their own territory for any purpose whatsoever. The Canton administration should be strong enough to keep out intruders. This was officially declared to be their policy and while they confine their activities within these limits they will be safe. An offensive campaign, no matter what the objective, must mean the immediate dissipation of their resources, a wastage of manpower and a gradual weakening of their position. The Canton Government seems to be fairly firmly established now. The record of the various military commanders in China during the past few years should convince them that their only chance of remaining in the saddle is to concentrate their attention solely upon their own affairs.

If CHIANG KAI-SHEK and the members of the Kuomintang associated with him had been content to remain in Canton China might have been spared the useless loss of many lives and Kwangtung would have benefited by a year or more of competent administration. The opportunity was lost: the substance was cast away for the sake of the shadow. The opportunity now seems to have come again and we trust that General LI TSAT HSIN and his associates will stay where they are and will not follow their predecessors into the wilderness. Another military campaign will not hasten unity in China or bring about cohesion in the ranks of the Kuomintang. Far more will be accomplished by those who have the power demonstrating that they can administer a territory wisely and well and to the advantage of the people. China is admittedly in a chaotic condition. Canton cannot do anything towards straightening out the disorder but it can show, by example, the tremendous benefits which will follow peace, order and stable government. We trust that will be its object and that all ambitious military schemes, if such are being planned, will be abandoned.

Yesterday being Settlement day no quotations were issued by the local stock exchange.

A Chinese woman hanged herself on Monday from the iron bar of a window at her house, No. 9, Tong-on-su Street.

The Shanghai Municipality (Chinese) has issued an order abolishing the system of key money when renting a house.

Among the passengers arriving yesterday by the S.S. President McKinley were Mr. and Mrs. A. W. Smith and Mrs. Peter Tod.

A Farewell dance is being given by the ships' company of H.M.S. Dragon at the Royal Engineers' Theatre, Wellington Barracks this evening, beginning at 8.30.

Mrs. Croft of No. 3A, Arman Building, Kowloon, has reported to the police that between September 9th ultimo and October 24th a safety razor and jewellery worth \$70 were stolen from the house.

The Colony had an unusually clean bill of health as regards notifiable diseases last week. Three typhoid cases were reported, two Chinese and one British (imported) and one Chinese case of paratyphoid. There were two deaths from influenza. No cases were notified on Monday.

Mr. J. Cameron, assistant engineer of the Green Island Cement Company's works reported to the police that about 7.30 p.m., on Monday, a workman fell some seven or eight feet from a ladder on which he was working and received injuries which necessitated his removal to the Government Civil Hospital.

The St. Andrew's Ball this year will take place on Wednesday, November 20th. Practice dances for the Ball will be held at the City Hall from 5 till 7 p.m. on Tuesdays, November 15th and 22nd. It is requested by the Committee that no children should be taken on those occasions, and that dancing shoes should be worn by all dancers.

Finger-prints and photographs of the Irene piracy suspects were taken at Police Headquarters yesterday. It was not found possible to bring these men before a magistrate yesterday, but they will probably be formally charged before Mr. R. E. Lindell at the Central Magistracy to-day, when a remand will be applied for to allow the Crown to carry on preparations for the prosecution.

On Saturday evening at the Savoy Hotel, Mr. and Mrs. George Morrison, of the Taikeo Dock, gave a reception in honour of their silver wedding. Mr. George Morrison was married to Miss Jean Kempton in Dumbarton on October 22nd, 1902, and have a son and daughter still living. There were no fewer than seventeen Dumbartonians present on Saturday night, and Mr. R. Wallace presented the hosts of the evening with a silver tea service from their Quarry Bay friends.

LEGISLATIVE COUNCIL.

TO-MORROW'S MEETING.

FOUR NEW BILLS.

A meeting of the Legislative Council will be held to-morrow (Thursday) afternoon when four Bills will come up for a first reading. These are: An Ordinance to provide for the incorporation of the Procurator in Hong Kong of the English Assizes of the Jesuit Order; an Ordinance to amend the General Loan and Inscribed Stock Ordinance, 1913; an Ordinance to amend the Medical Registration Ordinance, 1884; and an Ordinance to provide for the registration and regulation of watchmen.

The Bills to amend the Liquors Consolidation Ordinance, 1911, and the Chinese Extradition Ordinance, 1909, will come up for a second reading and will probably be taken through all the remaining stages and passed.

Finance Committee. Following the meeting of the Council there will be a meeting of the Finance Committee at which votes for supplementary expenditure totaling \$5,300 will be asked for. The Volunteers require \$4,000 of this sum—\$300 for uniforms "including boots," and \$4,300 for pay while at camp. The remaining \$700 is needed by the Police and Sanitary Departments—\$300 for the Police for the payment of additional rewards owing to the fact that more arrests of returned banished have been made than were anticipated and \$400 for lighting district sanitary offices and coolie quarters.

MOTOR ACCIDENT.

COOLIE KNOCKED DOWN AND KILLED.

A Chinese coolie lost his life through attempting to cross the roadway in front of a motor car on Tuesday.

Mr. R. J. Paterson, who had Dr. Pierce Grove with him in the car, was driving on the Castle Peak Road, near the Lai-chikok Prison, when the Chinese appeared from the rear of a lorry, hesitated, and then crossed the road. He was struck down, receiving injuries to the chest, arms and legs which proved fatal.

Dr. Pierce Grove did all he could for the unfortunate man, but he died shortly after.

WEATHER REPORT.

Last night's weather report, forecast and remarks, issued from the Observatory at 6.30 stated:—

The anti-cyclone over China Sea weakened slightly. Moderate monsoon may be expected along the S.E. coast of China and over the North China Sea. The typhoon is about 400 miles east of N. Luzon. It appears to be moving N.N.W. Local forecast:—N.E. winds, moderate, fine.

CHINESE FIREMAN'S FUNERAL.

FATAL ACCIDENT WHILE AT DRILL.

TRIBUTES FROM THE BRIGADE.

Hundreds of Chinese, and many Europeans in the Central district yesterday afternoon watched a Chinese funeral pass along Des Vaux Road and Queen's Road going East, accompanied by a Chinese funeral band, and followed by blue-uniformed Chinese firemen, under Chinese Sub-Officers, and brought up at the rear by a fire appliance from the Central Fire Station loaded with beautiful floral tributes.

The funeral was that of a Chinese fireman, from the Central Fire Station, who met with a fatal accident on Monday morning.

The deceased fireman was taking part in the usual drill and was engaged in what is termed aerial drill, which consists of dropping down an aerial line suspended above the roadway to one of the upper floors.

In this case the upper end of the rope was secured to the third floor of the building, and the deceased was hooked to the rope using one hand as a guide or brake during the descent to Connaught Road Central. By some unforeseen and at present unknown mishap he became detached from the hook and although he hung on to the rope with his hands for a minute or so, the rope was jerked out of his hand and he fell to the ground from about the height of the second floor, a drop of about thirty feet.

He was unconscious when picked up badly injured. He was removed in an ambulance to the Government Civil Hospital where he died late on Monday night.

A Coroner's inquiry is likely to be held.

The body was brought from the Government Civil Hospital yesterday afternoon, followed by Chinese firemen and the widow, other relatives and friends of the dead man. The procession halted for a moment or two outside the Central Fire Station where the European Officers of the Brigade and Chinese firemen were drawn up and saluted the cortege. Joss sticks were buried in accordance with Chinese custom, and other ceremonial was later observed outside the house of the widow.

When the procession left the Central Fire Station it was followed by one of the appliances covered with 10 beautiful wreaths which had been sent by the European officers at both Central and Kowloon Fire Stations, by the Chinese Sub-Officers at Central, Kowloon, Wanchai and Kennedy Town Stations, and also by the firemen from each station, from the Messes, and from individual friends.

In addition to the firemen in attendance at the funeral there also went to the Chinese burial ground at Sookanpoo Valley Mr. G. C. Moss (Superintendent of the Hong Kong Fire Brigade), Mr. G. Saunders (in charge of Kowloon Fire Brigade), and Mr. W. L. Smith (Officer in Charge Central Fire Station).

The deceased fireman had been in the Brigade for a number of years and had carried out this drill on many occasions and exactly how he came by his death is a mystery.

FOR THE SERVICES.

PROGRAMME AT THE "CHEER O."

The following is the programme for the remainder of the week at the "Cheer O" Y.M.C.A.:— To-day at 7.15 p.m.: Whist drive. To-morrow at 7 p.m.: Informal dance. Friday, at 7 p.m.: Concert. Sunday, at 7.45 p.m.: Men's meeting.

At The Y.M.C.A. Building, Kowloon.

Friday, at 7 p.m.: Whist drive. Now that "The Better Ole" is closed Service men are heartily invited to visit the Y.M.C.A. Building at Kowloon, which contains a billiard room (two tables), reading room and dining room (hot meals), library, also facilities for playing basket ball.

SHANGHAI PROVISIONAL COURT.

A formal communication has been despatched to the local Consular Body, by the Bureau of Foreign Affairs, informing the latter of the recent change made by the Government in the Special Provisional Court, and of the formal installation of Miss Soumei Tchong into the post as Chief Judge of the Court. Despite the protest lodged by the Consular Body, the National Government has taken steps towards the dismissal of Judge Loo.

DEATH OF THE QUEEN'S BROTHER.

THE MARQUESS OF CAMBRIDGE.

PASSES AWAY AFTER AN OPERATION.

[BRITISH WIRELESS SERVICE.]

Reuter, Oct. 24th.

The Marquess of Cambridge, brother of Queen Mary, died in a nursing home at Shrewsbury this evening. For some time past he had been in ill health. To-day it was found that his condition had become serious and an operation was hurriedly performed but failed to save his life.

The Marquess, who was born at Kensington Palace fifty-nine years ago, was the eldest son of the late Duke of Teck and Princess Mary Adelaide, daughter of the first Duke of Cambridge. He made his career in the British Army serving first with the 17th Lancers and later with the 1st Life Guards. He took an active part in the South African war and was present at the relief of Kimberley.

During the Great War he acted as Assistant Military Secretary at General Headquarters in France with the rank of Brigadier-General.

He succeeded to the title of Duke of Teck in 1900 on the death of his father, but relinquished the title in 1917 when he was created Marquess of Cambridge.

[THROUGH REUTER'S AGENCY.]

London, Oct. 24th.

The death has occurred of the Marquess of Cambridge, after an operation.

[Adolphus Charles Alexander Albert Edward George Philip Louis Ladislaus, Marquess of Cambridge, was born on August 12th, 1858, and was educated at Wellington College and at the Royal Military College at Sandhurst. He served, besides the period he spent in the Army, as Military Attaché at Vienna, in 1901. His orders and decorations included the G.C.B., G.C.V.O., C.M.G., the First Class Order of the Red Eagle of Germany, and the Grand Cross of the Order of Francis Joseph of Austria. He married, in 1884, Lady Margaret Grosvenor, a daughter of the Duke of Westminster, and leaves two sons and two daughters.]

[BRITISH WIRELESS SERVICE.]

Messages Of Sympathy.

Messages of sympathy with the King and Queen in the death of the Queen's brother, have been received by their Majesties from all parts of the Empire. The public engagements of members of the Royal Family, including the projected visit of the Prince of Wales to Shrewsbury, where the Marquess of Cambridge lived, have been cancelled. Arrangements for the funeral and court mourning will be settled to-day.

Court To Go Into Mourning.

The court will go into mourning for two weeks—full mourning during the first week and half-mourning during the second.

THE DEAD SEA MINERAL CONCESSION.

STATEMENT BY SIR A. MOND.

[BRITISH WIRELESS SERVICE.]

Reuter, Oct. 24th.

Considerable interest has been aroused by the report that a British syndicate has been granted a concession for reclaiming the mineral resources of the Dead Sea. It is, however, denied by Sir Alfred Mond that the syndicate in question is the Chemical Combine known as the Imperial Chemical Industries of which Sir Alfred Mond is Chairman.

Sir Alfred says: "I have regarded the reclamation as a highly interesting proposition. The concession has been granted to a British syndicate at the head of which is an engineer who has done an immense amount of exploratory work. Negotiations for the concession have been going on with the Colonial Office for five years and now that some definite step has been taken I am prepared to explore the situation and form some opinion concerning its ultimate commercial value if terms of a satisfactory nature can be arranged. If the scheme becomes a considerable commercial proposition it would be undoubtedly beneficial to the development of Palestine, particularly by creating the spot agricultural fertilisers of importance and by creating what would be for a small country a considerable industry. It would call for his expenditure on transportation, however, as there is none at present from the Dead Sea to any port except road transportation.

20,000 CANTONESE TROOPS NOW OPERATING IN SOUTH KIANGSI.

BELIEVED TO BE OPPOSED TO GENERAL TANG SENG CHI.

TWENTY-SIXTH ARMY CROSSES THE YANGTZE FROM CHINKIANG.

SOME 20,000 TROOPS WITHDRAWN FROM SHANGHAI AREA AND HANGCHOW.

Reuter states that it is reported that 20,000 Cantonese troops, apparently opposed to General Tang Seng Chi, have appeared in South Kiangsi.

The whole of the 26th Nationalist Army has crossed the Yangtze at Chinkiang, and, during the past week, some 20,000 troops have been withdrawn from the Shanghai area and from Hangchow.

Military officials are systematically and forcibly detaining all vessels at several points on the Upper Yangtze until they purchase their release.

Fengtien forces claim to have captured Kacheng and to have surrounded Chengteh.

WHAT MARSHAL CHANG'S TROOPS ARE DOING.

(Wah Tsz Yat Pan.)

SHANGHAI, Oct. 25th. The Chihli-Shantung allied forces have captured Kacheng, 60 miles north-east of Kaifengfu. Meanwhile another Chihli force is surrounding Chengteh, situated in the extreme north of Honan.

In the direction of the Kiang-Hu Railway, the Fengtienese, after occupying Fuping, are making headway towards Nianhsienkwan, an important gateway on the Shansi-Chihli border.

The Central Executive Committee of the Nanking Government called a meeting yesterday. Among the leaders present were: Bei Chung Hsi, Tan Chin, Chow Lu and Chia Chi, and General Tan Yen Kai, who presided. The meeting chiefly discussed General Tang Seng Chi, and it was finally decided to excommunicate him from the Kuomintang.

Yesterday the Nanking Government summoned a general meeting of officials in memory of the 4th anniversary of the establishment of the Nationalist Government. General Tan Yen Kai, who presided, referred to the steps being taken by the Central Government to start a punitive expedition against Tang Seng Chi.

Mr. Sun Fo reported the military, political, and financial affairs of the Nanking Government.

According to an official report from Nanking, General Li Chung Jen has proceeded to Anking to direct operations. Anking is reported to be heavily garrisoned by Tang Seng Chi's troops.

Rumours are current in Peking to the effect that General Tang Seng Chi and Sun Chuan Fang have accomplished a dual alliance, but so far an understanding between Marshal Chang Tso Lin and General Tang has not been realised.

On the 23rd inst Sun Chuan Fang telegraphed to General Tang urging him to launch an attack on Nanking quickly in order to enable him to march south from Northern Anhui.

NAVAL WIRELESS.] Shansi's Reverses.

SHANGHAI, Oct. 24th. In the Northern war, the Shansi forces have met with further severe reverses, and the Fengtien troops advancing on all fronts, according to information received to-day, Shanghai, the situation remains unchanged.

MINES IN THE YANGTZE. NANKING, Oct. 24th. The Nanking forces continue to advance up the river against Shansi troops. Shansi troops have been defeated at certain places above Wu.

General Chang At Wu. HANKOW, Oct. 24th. Further troop movements have been taking place. Information from Wu states that General Chang At Wu has arrived there.

Chaochow Normal. CHAOCHOW, Oct. 24th. There has been no change in the situation, and the threat to the Peking and Shanghai Bank has developed up to the present. Tension appears to be over.

LONDON'S TRANSPORT SERVICES.

SCHEME OF CO-ORDINATION.

[BRITISH WIRELESS SERVICE.]

RUGBY, October 25th.

A far-reaching scheme for the co-ordination of the London passenger transport services has been formulated by the London and Home Counties Traffic Advisory Committee and submitted for consideration of the Ministry of Transport. It has been decided that the scheme shall be submitted to all traffic authorities concerned for the expression of their views.

The proposal considers the co-ordination of underground railways and omnibuses under one management, subject to public control and the pooling and distribution of surplus revenue of the undertakings controlled. The Committee are convinced that if their recommendations are adopted the various undertakings can be made self-supporting without any alteration of the fares now prevailing. The proposed control scheme, if adopted, should continue to operate for a minimum period of 42 years subject to periodical variation within that period only by general consent of the parties.

CHICAGO'S MAYOR.

THREATENS TO BURN 7,000 "PRO-BRITISH BOOKS."

[THROUGH REUTER'S AGENCY.]

HAMILTON, Ontario, Oct. 25th. In view of Mayor Thompson's threats to burn all pro-British books in Chicago's Municipal Library, Mr. Televen, Mayor of Hamilton, telegraphed to Mayor Thompson: "If Chicago has no further use for the 7,000 volumes presented by Queen Victoria and prominent English citizens after the fire in 1871, the city of Hamilton, Canada, will be glad to take over the books."

Taxpayer Files Suit Against The Mayor Of Chicago.

A Chicago taxpayer, named Bohac, with three children attending school, has filed a suit to restrain the Mayor from executing his threat to burn the pro-British books "because they are public property, purchased by the proceeds of taxation and if destroyed I will be deprived of their use and enjoyment."

KING OF EGYPT'S GENEROSITY.

[THROUGH HAVAS AGENCY.]

PARIS, Oct. 25th. The King of Egypt, while here, visited the Mosque at the Museum Institute and presented 100,000 francs toward the Building Fund.

THE BERTHELOT CELEBRATIONS.

[THROUGH HAVAS AGENCY.]

PARIS, Oct. 25th. Among the representatives of the 60 nations attending the Berthelot celebrations is Mr. Cha Si Tsai, Chinese Consul-General in Paris.

GREYHOUNDS FOR CHINA.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 24th. The Greyhound Racing Association's 1927 season, which has been attracting enormous gatherings at the two London centres, has concluded.

Several greyhounds are undergoing training before shipment to China, for greyhound coursing.

Captain Jones, assistant to the Harringway racing manager, is going to China to assist in the organisation of the sport, and will take a number of kennel lads from Harringway.

BRITAINS "SUPER" SEAPLANE.

[THROUGH WIRELESS SERVICE.]

RUGBY, Oct. 24th. The seaplane supermarine Napier in which Flight-Lieutenant Webster won the Schneider trophy race for Britain at Venice is to be publicly exhibited at the Horse Guards during the first week of November. The machine is at present being conveyed by sea from Venice.

PRINCE CAROL OF RUMANIA.

GOVERNMENT STATEMENT AS TO "CARLIST MOVEMENT."

[THROUGH REUTER'S AGENCY.]

BUCHAREST, Oct. 25th.

An official statement from the Government repudiates the reports published abroad regarding a Carlist movement in Rumania. It declares that Carol attempted to send an invitation to the heads of various parties, including the Prime Minister, with the object of inducing the Rumanian people to give a decision to the question of his recall to the throne. The statement declares that "such an act is a direct attack upon constitutional order and the safety of the State, Manolesco, the agent through whom the letter was sent, was arrested and brought before the Court. The Government is firmly determined to preserve national order and to take all necessary measures to prevent any future attempts of a similar nature."

HEIDELBERG CONGRESS.

AN EXCHANGE OF CULTURAL VIEWS.

LORD BIRKENHEAD'S ADDRESS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 24th. At a banquet last night which brought to a close the Congress of the Federation Internationale des Union Intellectuelles at Heidelberg the value of such interchanges of views on cultural subjects in promoting better relations among nations was emphasised by speakers who included representatives of the twelve nations attending congress.

Lord Birkenhead represented Britain. In the course of his speech he referred to the postwar state of Europe. "It would, he said, be idle to preach that every nation was content with the existing political and international situation. No great clash of arms in history ever ended by solutions recommending themselves to everyone. The true position should teach nations that changes and modifications if and when the time showed them to be indispensable must be won by patience and friendly discussion among reasonable men and that the interests of Europe as a whole and the claims of individual nations had established in particular manner the case for confederation. An increasing spirit of mutual friendship and confidence was the only soil in which such development could find nourishment."

ANGLO-IRAK QUESTIONS.

[THROUGH REUTER'S AGENCY.]

GENEVA, October 24th. Herr Kastl, the German member, took his seat for the first time at the twelfth session of the permanent mandates commission.

A report was submitted by the head of the League's mandates section, and it was announced that five out of seven mandatory Powers, namely Britain, Australia, New Zealand, South Africa and Belgium, had ratified the anti-slavery convention of 1926, which is in force in nine out of 14 mandated territories.

The chairman, Signor Teodoli (Italy) deprecated the delay in the receipt of some of the mandatory reports, mentioning the Cameroons, Ruanda, and Urundi.

The head of the mandates section drew attention to the absence of statistical tables concerning the territories of Syria, Lebanon and the British Cameroons.

MR. LLOYD GEORGE ON DISARMAMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, October 24th. Mr. Lloyd George made his first public reference to disarmament since the war, at a meeting of the League of Nations Union, at Queen's Hall, when he championed the League and regretted that the peace treaties had not been properly executed.

He said that armaments must be reduced to police proportions. "Until those who enforced the treaty disarm, it will be a gross breach of faith that will rebound to their dishonour."

Armaments mean insecurity. If Britain and the United States at Geneva had substituted mutual trust for insular suspicion, neither the summer when Sarwat Pasha accompanied King Fund to London on a state visit.

Continuing their flight from Croydon to Australia, Captain Lancaster and Mrs. Keith Miller, who reached Malta on Saturday in the Avro aeroplane Red Rose, left this morning for Tripoli.

FRANCO-AMERICAN TARIFFS.

U.S. REPLIES TO FRANCE.

[THROUGH REUTER'S AGENCY.]

PARIS, October 24th. The American Charge D'Affaires has presented a reply to the last French tariff Note.

America Asks For Suppression Of Surtaxes.

PARIS, October 25th. Le Journal says that the new American Note points out that the United States does not demand favoured treatment, but merely desires the immediate suppression of surtaxes which have been imposed on certain American products in consequence of tariff modifications resulting from the Franco-German Agreement. The Note says that when this is done, practical negotiation of a Treaty can be begun.

THE MOORS' WAR HOSTAGES.

FRENCH PARTY WELL TREATED.

[THROUGH REUTER'S AGENCY.]

RABAT, October 24th. An envoy has ascertained the whereabouts of the four kidnapped persons, two ladies and two men who it is said are being well-treated. They have asked for clothes, which have been sent to them.

THE GERMAN FLIGHT.

KOENNECKE'S COMPANION INJURED.

[THROUGH REUTER'S AGENCY.]

LONDON, October 24th. Hitherto there has been no news of the German airman, Koennecke, who was flying to the East, beyond a report received at the German Foreign Office from the Consul at Bagdad to the effect that Koennecke's companion, Count Solms, had sustained injuries and was being taken to Koennecke's aeroplane to Bagdad, and subsequently would return to Germany.

It is not known whether Koennecke will also return, or will continue his flight alone.

MANDATED AREAS.

PAUCITY OF REPORTS.

[THROUGH REUTER'S AGENCY.]

GENEVA, October 24th. Herr Kastl, the German member, took his seat for the first time at the twelfth session of the permanent mandates commission.

A report was submitted by the head of the League's mandates section, and it was announced that five out of seven mandatory Powers, namely Britain, Australia, New Zealand, South Africa and Belgium, had ratified the anti-slavery convention of 1926, which is in force in nine out of 14 mandated territories.

The chairman, Signor Teodoli (Italy) deprecated the delay in the receipt of some of the mandatory reports, mentioning the Cameroons, Ruanda, and Urundi.

The head of the mandates section drew attention to the absence of statistical tables concerning the territories of Syria, Lebanon and the British Cameroons.

MR. LLOYD GEORGE ON DISARMAMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, October 24th. Mr. Lloyd George made his first public reference to disarmament since the war, at a meeting of the League of Nations Union, at Queen's Hall, when he championed the League and regretted that the peace treaties had not been properly executed.

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30,000,000 TONS OF SHIPPING.

WHAT LLOYD'S ANNUAL RETURN REVEALS.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 25th. The fact that a record of 30,000,000 tons of shipping were afloat on June, of which 44 millions were motor ships, was revealed in Lloyd's annual return. In addition thereto, 2,000,000 tons are under construction and new plans were laid down last year for 490 vessels of 1,332,000 tons, the highest since 1920, 86 per cent. of which will be built in Britain.

WORLD'S LARGEST AIR LINER.

SHORTLY TO BE TESTED IN ENGLAND.

WEIGHS NEARLY 20 TONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 24th. The world's largest and most powerful passenger air liner is shortly to be tested at the Air Ministry's experimental station at Martlesham Heath, Suffolk. The machine is an all metal cantilever monoplane with a wing span of 140 feet and has three propellers driven by independent Rolls Royce engines developing a total of 2,100 horsepower.

The weight when fully loaded is nearly twenty tons.

TROTSKY AND ZINOVIEV BANNED.

[THROUGH REUTER'S AGENCY.]

MOSCOW, October 24th. Trotsky and Zinoviev have been expelled from the Central Committee of the Communist Party.

"Factional Activities."

The decision to expel the Opposition leaders was announced in a communiqué following a joint plenary sitting of the Central Committee and the Central Controlling Commission of the Communist Party.

The decision was reached after a report had been presented on the "factional activities" of the Opposition leaders during the past two months.

More Accusations. Moscow, October 25th. The resolution passed at the joint session of the Central Committee of the Communist Party expelling Trotsky and Zinoviev, says the plenary sitting in August displayed the utmost tolerance, giving the couple a last opportunity to fulfil their promise to abandon factional strife. Nevertheless, they grossly failed in their undertakings and carried factional strife to a point bordering on the creation of a new party, jointly with bourgeois intellectuals.

MORE SOVIET SPY SENTENCES.

[THROUGH REUTER'S AGENCY.]

MOSCOW, October 24th. At the spy trial, the brothers Vladimir and Cyril Prove, and their co-accused Korepanov, have been sentenced to death, and the accused Nonov and Podrezkov have been sentenced to two years' imprisonment.

BRITAIN AND EGYPT. INFORMAL CONVERSATIONS MAY BE RESUMED.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 24th. Probably an opportunity will be found for the resumption of informal conversations between Sir Austen Chamberlain and Sarwat Pasha on various outstanding questions between Great Britain and Egypt. The two statesmen had a general exchange of views during the summer when Sarwat Pasha accompanied King Fund to London on a state visit.

Continuing their flight from Croydon to Australia, Captain Lancaster and Mrs. Keith Miller, who reached Malta on Saturday in the Avro aeroplane Red Rose, left this morning for Tripoli.

At a banquet last night which brought to a close the Congress of the Federation Internationale des Union Intellectuelles at Heidelberg the value of such interchanges of views on cultural subjects in promoting better relations among nations was emphasised by speakers who included representatives of the twelve nations attending congress.

Lord Birkenhead represented Britain. In the course of his speech he referred to the postwar state of Europe. "It would, he said, be idle to preach that every nation was content with the existing political and international situation. No great clash of arms in history ever ended by solutions recommending themselves to everyone. The true position should teach nations that changes and modifications if and when the time showed them to be indispensable must be won by patience and friendly discussion among reasonable men and that the interests of Europe as a whole and the claims of individual nations had established in particular manner the case for confederation. An increasing spirit of mutual friendship and confidence was the only soil in which such development could find nourishment."

Anglo-Irak questions began at the Colonial Office to-morrow between King Feisal and his Prime Minister Jafar Pasha and Mr. Ormsley Gore, Acting Colonial Secretary, and Sir Henry Dobbs, British High Commissioner in Irak.

There is an explicit stipulation contained in the Anglo-Irak treaty that the diplomatic instruments governing the relations of the two countries should be automatically revised every four years. The time for the next revision is March, 1928, but the visit of King Feisal and his Prime Minister to London has enabled that task to be anticipated by a few months.

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SOUTH AFRICA'S FLAG.

DISPUTE PRACTICALLY SETTLED.

COMPROMISE EFFECTED.

[THROUGH REUTER'S AGENCY.]

CAPETOWN, October 25th. The Nationalist Party has accepted the compromise with regard to the flag question.

Details Of The Compromise.

The unexpectedly rapid progress of yesterday's negotiations between Generals Hertzog and Smuts resulted in a settlement of the flag question, to which the Nationalist and South African Party caucuses agreed to the clause providing the flying of the Union Jack as a symbol of South Africa's membership of the British Commonwealth of Nations being revised to state that the Union Jack will be flown from ships in docks and in the capitals, including Parliament buildings, Union Government buildings and elsewhere as may from time to time be defined by Government.

The domestic flag will be of the design suggested by Mr. Tielman Roos, namely, three horizontal stripes—orange, white and blue.

Negotiations Conducted Privately.

RUGBY, October 25th. Settlement of the South African flag dispute, which has caused keen controversy throughout the Union since the Flag Bill was first introduced in Parliament, will, it is expected, be announced by General Hertzog to-day. Negotiations which, according to a Press message, have thus resulted in settlement were begun last Wednesday and were conducted privately between General Hertzog and General Smuts, the leader of the South African party. It is announced that the design will satisfy all except the extremists.

TRADE BARRIERS.

SIAM AND CHINA MAKE RESERVATIONS.

[THROUGH REUTER'S AGENCY.]

GENEVA, October 24th. The trade barriers conference has resumed its discussion of Article 4 of the draft agreement relating to the classes of restrictions at present not prohibited.

Prince Charoon (Siam) while supporting the removal of barriers on imports and exports, said that Siam was bound to retain the right to prohibit the export of rice, in the event of a failure of the crops.

Mr. Chi Yung Hsiao (China) said that his Government reserved the right to apply existing prohibitions, such as on the importation of salt and on the exportation of rice and other cereals.

BRITISH EMPIRE'S WAR DEAD.

A LILLE MEMORIAL.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 24th. The memorial tablet in the Church of Saint Maurice, Lille, commemorating the one million dead of the British Empire who fell in the Great War was unveiled yesterday by General Sir Richard Haking who commanded the British troops which relieved Lille in 1918.

OBITUARY.

WELL-KNOWN U.S. BANKER.

[REUTER'S AMERICAN SERVICE.]

BALTIMORE, Oct. 25th. The death is announced of Mr. Solomon Davier Warfield, the well-known banker.

"WHIPPETS."

Model "98." 5 Seater Coach—
G. \$1,000.

SEE THIS CAR!

Study the specification and put the Car to any test you wish. You will realise that, although you may buy many more costly cars, you cannot get better value for your money than a "Whippet" offers you.

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HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, OCTOBER 26th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Sportsmanship in Motoring—The New Clyno Cars—The Silencer Problem—Light Cars.

WILLYS-KNIGHT.

MODEL "70" 6 CYL. DOUBLE SLEEVE VALVE.

TOURING CAR—G. \$1,600.

THE CAR THAT NEVER WEARS OUT.

An Owner writes: "My Willys-Knight has gone 140,000 miles and has never given me a single trouble. This car has had very hard usage and every mile has been a hard one. At 135,000 miles I became anxious to see just how it was wearing inside, so I had the pan taken off... the sleeves were perfect as was every other part of the engine, which showed no wear at all."

GILMAN & CO., LTD. DURO MOTOR CO., LTD.
HONG KONG. KOWLOON.

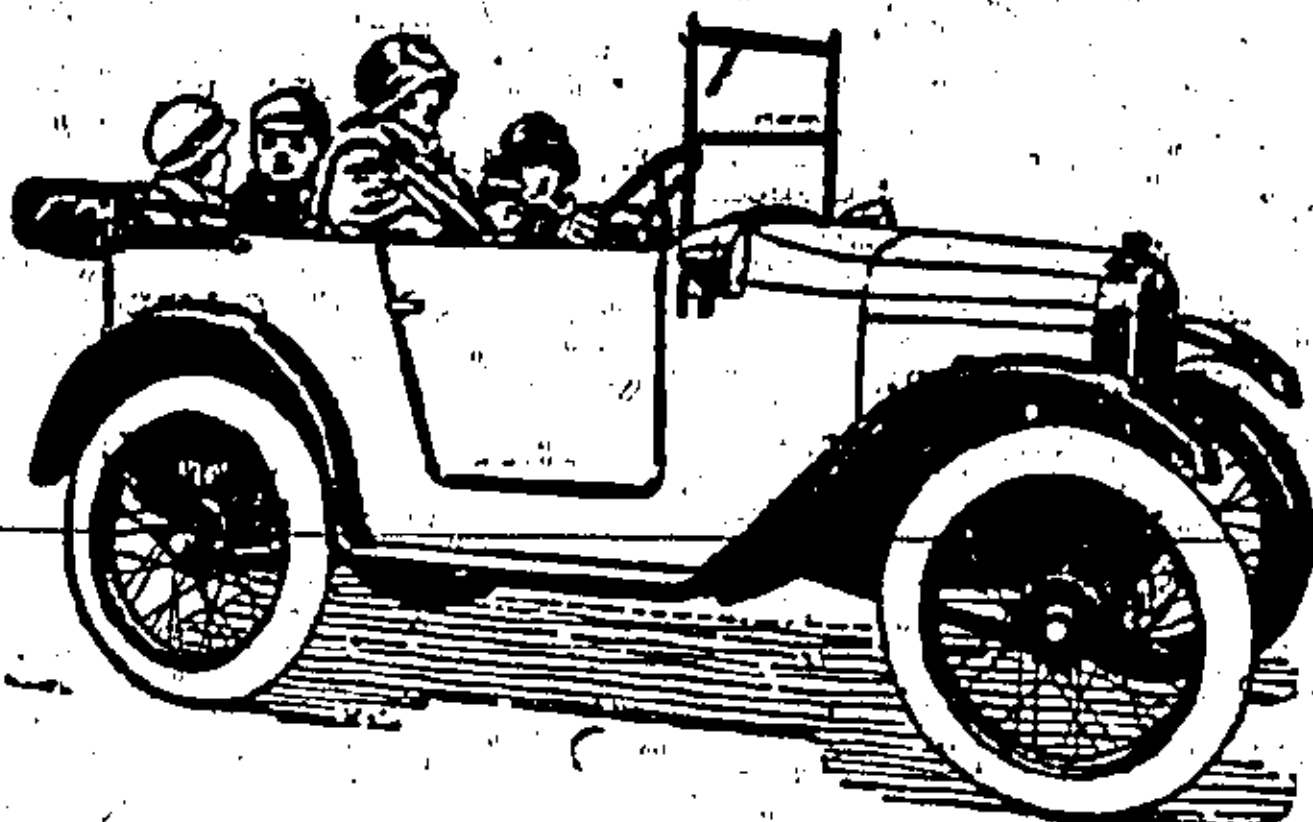
Motor Car Users Owner-Drivers Owners

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From London.

"ENGLISH GRAND PRIX FIRST THREE"
"PLACES DELAGE FITTED DUNLOP"
"WELL BASE RIM TYRES; THUS ALL"
"EUROPEAN GRAND PRIX (1927) WON"
"ON DUNLOP WELL BASE; UNFAVOURABLE"
"LELED PROOF EFFICIENCY, SAFETY,"
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MOTOR NOTES.

After November, 1st licences for motor-driving will be issued at Amsterdam only to applicants tested by the official experts and who are provided with medical certificates as to their fitness which must not be more than a fortnight old.

The oil strainer is the most common cause of trouble in the lubricating system, and it is advisable to remove the strainer about every 2,000 miles for cleaning.

MOTORCYCLES INCREASE.

Although the use of motorcycles in the U.S. is decreasing, their use throughout the world is increasing.

The world census until January 1st was 1,728,241, with the United Kingdom ranking first, Germany second, France third and the United States fourth.

USE OF DIAMONDS.

Because diamonds are the hardest things in the world they are used in the manufacture of automobiles. The hardest steel can be reduced to dust in a very short time by bringing it into contact with a grinding wheel, but on diamonds abrasives have little effect. What experts believe to be the hardest diamond in the world has been discovered—a diamond so hard that it is considered a freak. Ten years' continuous service in the Chevrolet factory has reduced its original weight of 30 carats to 25. But even this loss of five carats is considered trivial when compared with the thousands upon thousands of dollars' worth this diamond has outlasted.

WASHINGTON DESIGNS NEW LICENCE PLATES.

The 1928 automobile licence plates of the State of Washington will be black letters on an orange background, according to information received by the National Automobile Club. An order for 450,000 sets of plates has already been made and work is going ahead rapidly at the State licence-plate factory, which will also make licence plates for Idaho, as was done the last two years.

MORE WOMEN DRIVERS.

Women motorists in Germany are reported to be on the increase. The police department in Berlin now issues permits to women at the rate of about 120 per month.

HIGH SPEEDS.

It did not need the new British seaplanes to demonstrate in the Schneider Cup race that the aeroplane is the fastest of man's transport contrivances. That had already been proved. Flight Lieutenant Webster attained 281.40 miles per hour, but last year the Italian Major Bernhardt reached 246.403 and in the year before Lieut. Doolittle (America) managed 232.573. The 1923 speed was, however, 177.28, and Major Segrave, in his motor car at Daytona beach last March, did 203.541, so that the aeroplane may be said to be only four years ahead of surface "vehicles." It is interesting to reduce the figures, as far as we can discover them, to time per mile, thus:

Seaplane	12.788	secs.
Segrave's Motor Car	17.050	"
Motor Cycle	29.875	"
Train	30.—	"
Airship	33.643	"
Horse	1 min. 33 1/5	"
Man	4 mins. 10 2/5	"

Which of these will develop best is not hard to guess. On straight courses and in favourable conditions aeroplanes have unofficially recorded 300 miles an hour. The time has come, however, when we must cease comparing air and land speeds and confine each group to its element. That means that in discussing aeroplane speeds we must take birds and projectiles for comparison.

THE SILENCER PROBLEM.

WHAT WILLYS' KNIGHT DESIGNERS ARE DOING.

In the development of the modern car, most automobile engineers have devoted a great deal of time in their efforts to secure more silent operation of the car. In cars with poppet valve engines, noises which inevitably develop in the engine itself tend to drown sundry other noises which develop in other units.

In cars powered with the Knight double sleeve motor this order is exactly reversed. Due to the unusual silence of the Willys-Knight motor especially, the engineers have had to eliminate all possible sources of noises arising from the chassis and body as the double sleeve engine actually gets quieter as it is subjected to wear and therefore sounds from the chassis tend to become more noticeable. As a result the chassis of this car abounds with special features to insure the silent operation of the entire mechanical assembly under all conditions.

It has been found with all Knight-engined cars that the majority of mechanical noises arise from the chassis and not from the engine, and therefore one finds special features of design on Knight-engined chassis to insure silent operation of the entire car throughout its life.

As an example, on both of the Willys-Knight chassis, Belfex Shackles, formed of rubber impregnated are used to anchor the chassis springs to the frame in place of the usual style of shackle bolts. This arrangement prevents any metallic contact between the springs and the frame and also provides for a much quieter chassis, for these devices are not subject to wear and therefore cannot rattle after having been in service for a long period. In addition to this feature, the riding qualities of the car are improved as the Belfex equipment provides a more flexible and cushioning effect between the springs and frame than the steel type of shackle bolts.

Furthermore, by using these rubber connections in place of the shackle bolts, the frequent necessity of greasing the shackles is eliminated.

THE NEW CLYNO CARS.

Interesting information is to hand concerning the new all-British Clyno cars. An entirely new 9 h.p. model has been introduced which is available either as a Touring car, or as a Fabric Saloon. It stands for motoring economy for in spite of its very modest engine size it offers ample accommodation for four full-sized passengers, whilst on the level it is capable of fifty miles an hour.

The popular 11 h.p. Clyno has been much improved for Overseas use. A new shape of radiator has been adopted, which raises the waist line of the body and greatly improves the general appearance. A grouped instrument board is fitted. The flywheel is enclosed, the clutch has been improved, and all bodies are equipped with four doors. This model is available with a fabric saloon, as well as with the usual body range.

The 12-35 h.p. Clyno is a completely new design, incorporating most up-to-date principles. The bore and stroke are respectively 68.6 mm. by 105 mm. Forced lubrication is provided to all parts. The Ricardo anti-detonating type of combustion head is adopted. The fuel tank is slung at the rear of the chassis, the wheel-base of which is 2.1 in. larger than that of the previous 12.25 h.p. Clyno which the new car supersedes. Here again due attention has been paid to Overseas requirements. The track is 4 ft. 8 in. ground clearance 9 in. and the flywheel is enclosed. The top gear performance is remarkable.

SPORTSMANSHIP IN MOTORING.

SIGNALS THAT WOULD MAKE OUR ROADS SAFER.

[BY JOHN PRIOLEAU.]

In view of the local experiment with a beacon light—that is evidently not too popular—some interest attaches to Mr. Prioleau's defence of the system in this article which appeared recently in the *Evening Standard*.

An article I wrote the other day on the urgent need for the standardisation of all warning signals on the roads has brought me a number of interesting comments and criticisms. In the main, their authors wish to know on what lines I would inaugurate my lighthouse system and how I would propose to standardise the rule of the road as well as the warning.

That is a very apt comment. The rule of the road, as we know to our cost, is absolutely inadequate for the needs of modern travel. As things are at present, the traveller on one road has no right of precedence over the traveller on another, even where the first is using an "A" class, and therefore main highway, and the latter a "C" or third-class by-road.

I do not think that we shall get our road traffic properly reformed until we institute some form of what I will call Priority, whereby "A" roads have rights over "B" roads, "B" roads over "C" roads, and so on. I base this belief on some twenty years' driving in most

of the European countries which have any road systems at all, and a good many in other parts of the world. So long as the situation remains such that nobody need necessarily be in the right, and everybody can quite easily be in the wrong, so long shall we have very small check on accidents at cross-roads and places where dispute on this point may conceivably arise in the minds of the victims.

My lighthouse system need not, however, entail Priority. I should like to see the beginnings of road reform on lighthouse lines made by an appeal to the ingrained sportsmanship of the Englishman. If the system, which would be extremely simple, were explained to him and the reasons for its adoption given, he would at once see that he and everyone else would be happier and safer for a system of warnings which everyone would obey.

To return to my readers' questions, I set out my lighthouses in this way. Take any highway you like, such as the Portsmouth road or the Bath road, and imagine yourself to be driving away from London. So long as the road was straight you would be warned of side roads to left or right by my lighthouses long before the need for immediate caution arose. On a clear night the flashing lights should be plainly visible a mile off. As you approached within two or three hundred yards you would see the bold black and white stripes round the supporting column brilliantly illuminated, as well as the white pedestal on which the lighthouses should stand.

In ordinary circumstances the lantern would flash a green light indicating in itself the need for

caution, and at the same time conveying to the driver that he was on a road of greater importance than the subsidiary road crossing his.

The car on the subsidiary road would simultaneously receive a flashing signal orange in colour, denoting need for caution and signalling that the road was a secondary road.

These two distinctly different colours and the fact that the light is flashing in character could be made to convey all the warning necessary, both by day and night, and their meaning and value appreciated by the motorist to the same extent as now exists with all those who command or have had anything to do with sea craft.

Red as a warning signal should be used most sparingly and only in extreme cases. I should say that the great majority of the positions marked upon the highway as "Dangerous" are not dangerous in themselves, but are made so by the careless driver. Where the road curved dangerously, the lighthouses would be suitably placed.

A traveller approaching this highway from a side road would see exactly the same signals, with the exception that where a greater measure of caution would be normally called for from him than from the traveller on the high road the distinguishing colour of the lantern would be changed.

Priority, as I said, is one of our chief needs, next to standardised warnings, and in the end I have no doubt that we shall come to it. I believe that a lighthouse system on the lines I have described would hasten its coming very considerably. No laws in the world are so elastically applied as English laws, and in the light of so much plain sense. A lighthouse system of warnings would, I am sure, teach the British road user the importance of having some sort of rule of the road that everyone can remember.

What we must have, first and above all things, is a uniform and universal danger-signal which will educate the road-user in the way he should go.



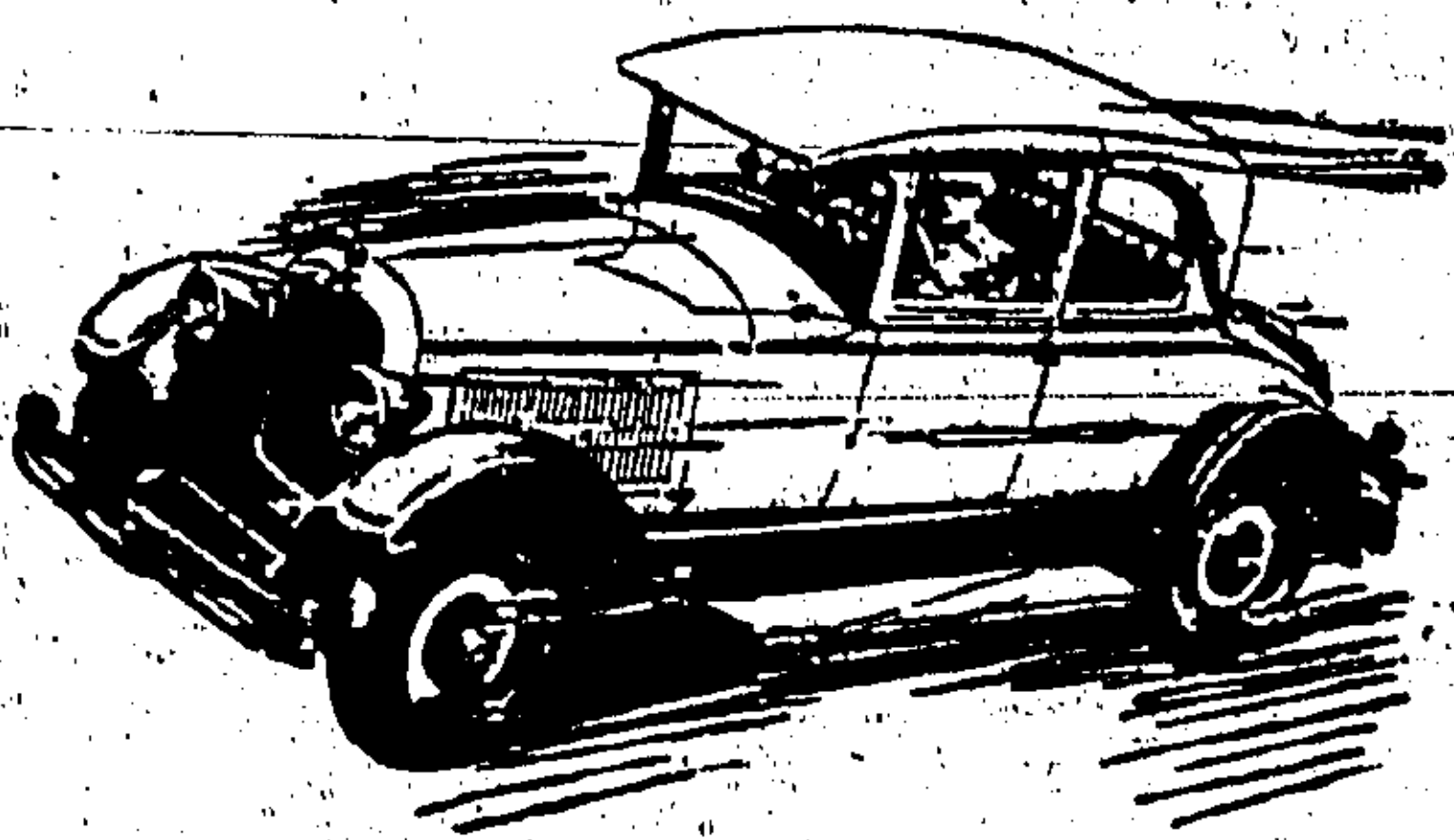
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THE STUDEBAKER COMMANDER.

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H.P. 36.04 R.A.C.-120" WHEEL BASE			H.P. 27.34 R.A.C.-113" WHEEL BASE		
Sports Roadster	4 seater	G.S. 1,475	Custom Tourer	5 seater	G.S. 1,450
Custom Coupe	2 seater	1,875	Sports Roadster	4 seater	1,490
Custom Victoria	4 seater	1,875	Duplex-Phaeton	7 seater	1,530
Custom Sedan	5 seater	1,875	Custom Tourer	2 seater	1,575
Regal Coupe	4 seater	1,905	Custom Coupe	5 seater	1,575
Regal Victoria	4 seater	1,905	Custom Sedan Plush	4 seater	1,575
Regal Sedan	5 seater	1,905	Custom Victoria	4 seater	1,575
			Custom Sedan Mohair	5 seater	1,575

ERSKINE

H.P. 16.54 R.A.C.-107" WHEEL BASE		
Tourer	5 seater	G.S. 1,150
Sports Roadster	4 seater	1,200
Business Coupe	2 seater	1,200
Custom Coupe	4 seater	1,250
Custom Sedan	5 seater	1,350

All Erskines with wire wheels.

All prices include 4 wheel brakes spare wheel, tire and tube, windshield wiper, handmirror, bumpers, extra horn, tools, etc., etc.

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MOTORING NOTES

(CONTD.)

LIGHT CARS.

THE DODGE, FORD, WHIPPET, AND CHEVROLET.

[BY GEORGE BRUCE.]

From the *Detroit News* of August 7th, comes the following comment on the present trend of motor car design.

Just at present the interest of motor car buyers is centering on the light car. It was only a little over a year ago that the Overland Whippet made its initial bow to the public. It presented many new features in light car design, among these being higher power development from a given piston displacement than had ever before been obtained from a light four-cylinder motor built in stock production, the adoption of a rate of piston travel equal to that of six-cylinder motors, and the use of four wheel brakes.

The claimed speed of 55 miles an hour set by the manufacturers of the Whippet was exceeded by many owners, and a fuel consumption of 30 miles to the gallon was substantiated by a trip across the American continent (Los Angeles, Calif. to New York), in which the average was over 42 miles to the U.S. gallon. For several months the Whippet had to prove itself to a public which was not quite ready to accept such standards of performance as characteristic of a four-cylinder motor in the light car class.

In June the manufacturers reported retail sales of more than 115,000 with heavy orders ahead. In the light car field at this time, Chevrolet was showing marked increases in sales and Ford was planning to stop production on the Model T and bring out a car new in every way. July has seen the introduction of a new light four by Dodge Brothers, with claims for performance approximating the standards set by the Whippet.

The advance news regarding Ford, indicates that the new Ford production will be a faster car than the Model T, that it will be more conventional in its specifications, that it will offer a transmission of conventional type with three forward speeds, and that it may or may not be equipped with four wheel brakes.

If Dodge, Ford and the Whippet put cars on the market that will approximate in speed and power the standards set by larger cars, it may be expected that other manufacturers in the light car field will follow suit.

The general opinion among buyers is that the Whippet has definitely established light car performance on a new basis. That the Whippet will benefit by the turn toward the type of construction it has established is certain according to those informed in the matter of motor trade.

RACING NOTES.

[BY RAPIER.]

The entries for the seventh extra race meeting, which takes place on November 5th, are given below. They are well up to the average and should be productive of some good sport. The handicapper is again being called upon to do a good deal of work and he can fortunately be depended upon to do it quickly and effectively.

Mr. K. H. Chun.

Mr. K. H. Chun left for Shanghai yesterday on the *Empress of Russia* and he will be much missed in local racing circles and in Macao. He is endowed with an unusual amount of energy and organising ability and his return will be looked forward to by a host of local friends.

Fanling Hunt.

Dr. Pierce Grove and a few enthusiasts are busy making arrangements for the forthcoming season and the hounds are expected back from Wei-hai-wei on Sunday next. The first Steeplechase meeting at Kwantai is fixed for December 3rd. Meanwhile programmes of the month's activities of the Hunt will be sent to subscribers.

Greyhound Racing.

I trust that Greyhound Racing will not receive any local encouragement as it is a cold commercial proposition with gambling as its only excuse. The danger is that it may encroach upon horse racing in which event hunting and horse breeding will suffer and legitimate sport will give way to money grubbing.

ENTRIES FOR SEVENTH EXTRA RACE MEETING.

Race No. 1, Shaukiung Stakes: Five Furlongs.

Messrs. Hall and Shenton, Saligia and The Goblin; Mr. R. M. Austin, District Call; Mr. L. Dunbar, San Francisco Day; Mr. Huen Chung, Chow Tze Lon; Mr. Ho Kom Tong, City Hall and Town Hall; Mr. Liang Hui Yuen, Little Sit Tang; Mr. F. Usher, Warrington; Mr. F. A. Pollock, Alhambra; Mrs. Priestley, Grande del Norte; Messrs. Dyer and Beith, Total Abstinence, Loch Tummel and Tangle; Mrs. R. J. Paterson, The Regent; Mr. R. J. Paterson, September.

Races Nos. 2, 3 and 4, Shek O Handicap: Six Furlongs.

Messrs. Stanton and Reidy, San Diego; Messrs. Hall and Shenton, The Goblin, The Gomeril and The Gnome; Mr. L. Reidy, Mowgli; Mrs. R. M. Austin, Pottenbush; Mr. R. M. Austin, District Call, Grey Knight and Fire Call; Mr. L. Dunbar, San Francisco Bay; Mr. Chin Lee, Hon Sin, Chui Chow Ning and Yuen Sin; Mr. Luen Yick, Warrington; Mr. Huen Chung, Chow Tze Lon; Mr. Ho Kom Tong, City Hall, Town Hall, Castle Hall (late Mississippi, late Doonfield), Kom Tong Hall and Limestone Hall; Mr. Liang Hui Yuen, Little Sit Tang; Mr. F. Usher, Macao Beauty, Loongwa, Easter Day and Warrington; Mr. F. A. Pollock, Alhambra; Messrs. Tester and Abraham, Bing Boy; Mr. E. L. Sim, Sugar Loaf; Mrs. Bernard, Barley Grass; Mr. Eve, Bright Eve and Festive Eve; Mr. Reo, Mayfair; Mrs. Priestley, Grande del Norte; Mr. Yam Man, Valour; Mr. Chan Tin Sien, Shan Mein; Mr. H. P. White, Salvo; Mr. Tang, Sutherland; Mr. Loo Cheuk Suen, Shanghai Friend and Tap Siao; Mr. G. W. Sewell, Circe; Messrs. Dyer and Beith, Total Abstinence, Loch Tummel, Tangle and Loch Rannoch; Mrs. Dyer, Yorks; Mrs. R. J. Paterson, Humdinger, Scooter, Dobbin, The Regent and Skidoo; Mr. R. J. Paterson, September and August; Mr. C. B. Brown, Tuning Fork; Mr. S. A. P. Perversy; Messrs. Hogg and Seth, Wild Hawk; Mr. Albert, Arabian Parrot; Mr. Carlisle, Funchal.

Race No. 4, Autumn Stakes: 1 1/2 Miles.

Messrs. Stanton and Reidy, San Diego; Messrs. Hall and Shenton, The Goblin, The Gomeril and The Gnome; Mr. L. Reidy, Mowgli; Mrs. R. M. Austin, Pottenbush; Mr. R. M. Austin, Grey Knight; Mr. Chin Lee, Hod Sin and Yuen Sin; Mr. Luen Yick, Warrington; Mr. Ho Kom Tong, Town Hall, Kom Tong Hall, Castle Hall (late Mississippi, late Doonfield) and Limestone Hall; Mr. F. Usher, Easter Day and Warrington; Mr. Eve, Misty Eve, Bright Eve and Festive Eve; Mr. Reo, Mayfair; Mrs. Priestley, Grande del Norte; Mr. Chan Tin Sien, Shan Mein; Mr. H. P. White, Salvo; Mr. Loo Cheuk Suen, Shanghai Friend; Mr. Cheuk Suen, Flash Star; Messrs. Dyer and Beith, Total Abstinence, Loch Tummel, Tangle and Loch Rannoch; Mrs. Dyer, Yorks; Mrs. R. J. Paterson, Humdinger, Scooter, Dobbin, Ukelele, Scooter and Skidoo; Mr. R. J. Paterson, August; Mr. F. Usher, Warrington.

Race No. 5, Fanling Plate: One Mile.

Mrs. R. M. Austin, Pottenbush; Mr. Ho Kom Tong, Kom Tong Hall and Limestone Hall; Messrs. Tester and Abraham, Bing Boy; Mr. Eve, Misty Eve and Festive Eve; Mr. Chan Tin Sien, Shan Mein; Mr. Loo Cheuk Suen, Shanghai Friend; Mr. G. W. Sewell, Circe; Messrs. Dyer and Beith, Total Abstinence, Loch Tummel, Tangle and Loch Rannoch; Mrs. Dyer, Yorks; Mrs. R. J. Paterson, Humdinger, Scooter, Dobbin, Ukelele, Scooter and Skidoo; Mr. R. J. Paterson, August; Messrs. Hogg and Seth, Wild Hawk.

(Continued on next column.)

LOCAL CRICKET.

R.A.S.C. BEAT 15TH INFANTRY.

SEVEN WICKETS VICTORY.

In the match between two Military teams yesterday on the Kowloon Cricket Club ground, the R.A.S.C. beat the 15th Infantry Brigade Headquarters by seven wickets.

It was an interesting match; no extras being given away by either side and scoring was low, while Major Southall made one of the most brilliant catches seen at the K.C.C. ground for a long time when he dismissed Lieut. Col. Badoock off Hine by holding a very fast ball seemingly well out of his reach.

The losers batted first and were dismissed for the meagre total of 40 runs, to which Gds. Hine scored 21. Lieut. Col. Badoock and Huggatt shared the bowling honours. The R.A.S.C. passed their opponents' total at the third wicket, but they did not fare well afterwards; their innings which closing at 129 runs. Dr. Morris, Lieut. Col. Badoock and Dr. Morrison were the principal contributors. Col. Sutton took 4 wickets for 18 runs for the Brigade.

Scores:—

15th Brigade.			
Capt. Murray, c Badoock, b Huggatt	7		
Gds. Hine, c Morris, b Badoock	21		
Capt. Lorie, b Huggatt	0		
Major Southall, c Badoock, b Huggatt	5		
Pts. Spencer, c and b Badoock	0		
Col. Sutton, b Badoock	6		
Sergt. Lovatt, c and b Huggatt	0		
Brown, c Fitzpatrick, b Badoock	1		
Hazel, b Huggatt	0		
Kelly, not out	0		
Peters, c and b Huggatt	0		
Extras	0		
Total	40		

Bowling Analysis.

	O.	M.	N.	W.
Col. Badoock	7	0	15	4
Huggatt	6	0	25	6

R.A.S.C.

Lee, Corp. King, c Hazel, b Murray	0		
Dr. Fitzpatrick, b Hine	2		
Dr. Morris, c Brown, b Hine	38		
Lt. Col. Badoock, c Southall, b Hine	34		
Dr. Morrison, b Hine	31		
Dr. Turner, l.b.w., b Lovatt	0		
Dr. Holloway, b Sutton	13		
Pts. Huggatt, b Sutton	6		
Corp. Sewter, l.b.w., b Sutton	0		
Corp. Manini, b Sutton	0		
Pts. Thornycroft, not out	2		
Extras	0		
Total	129		

Bowling Analysis.

	O.	M.	N.	W.
Hine	13	1	36	4
Murray	12	0	61	1
Col. Sutton	7	0	18	4
Lovatt	6	2	14	1

I.R.C. "A" v. C.R.C.

This league match between the Indian Recreation Club "A" Team and the Chinese Recreation Club takes place on Saturday on the C.R.C. Ground:—
I.R.C.: J. S. Aekhor, F. M. e Arenali, J. S. A. Cursem, T. Hamet, S. A. R. Ismail, S. H. Ismail (Captain), A. H. Madar, A. K. Minu, A. R. Minu, A. H. Rumjahn, A. S. Suffad.

HOCKEY.

CLUB-2ND XI DRAW WITH QUEEN'S.

A hockey match was played at King's Park yesterday afternoon between the Club 2nd XI and the Queen's Regiment. The result being one goal each side.

Races Nos. 7 and 8, Shatin Handicap: 1 1/2 Miles.

Messrs. Stanton and Reidy, San Diego; Messrs. Hall and Shenton, The Goblin, The Gomeril and The Gnome; Mr. L. Reidy, Mowgli; Mrs. R. M. Austin, Pottenbush; Mr. R. M. Austin, Grey Knight; Mr. Chin Lee, Hod Sin and Yuen Sin; Mr. Luen Yick, Warrington; Mr. Ho Kom Tong, Town Hall, Kom Tong Hall, Castle Hall (late Mississippi, late Doonfield) and Limestone Hall; Mr. F. Usher, Easter Day and Warrington; Mr. Eve, Misty Eve, Bright Eve and Festive Eve; Mr. Reo, Mayfair; Mrs. Priestley, Grande del Norte; Mr. Chan Tin Sien, Shan Mein; Mr. H. P. White, Salvo; Mr. Loo Cheuk Suen, Shanghai Friend; Mr. Cheuk Suen, Flash Star; Messrs. Dyer and Beith, Total Abstinence, Loch Tummel, Tangle and Loch Rannoch; Mrs. Dyer, Yorks; Mrs. R. J. Paterson, Humdinger, Scooter, Dobbin, Ukelele, Scooter and Skidoo; Mr. R. J. Paterson, August; Messrs. Hogg and Seth, Wild Hawk.

GOLF.

SHEK-O COUNTRY CLUB.

MEN'S CHAMPIONSHIP.

DRAW AND TIMES FOR STARTING.

The following are the times for starting and the draw for the Men's Golf Championship at Shek-O on Sunday next:—

9.00 a.m.	E. Davidson v. M. M. Munas
9.05	F. S. Harrison v. J. K. Bousfield
9.10	G. Murray v. A. E. Barlow
9.15	J. W. Alabaster v. H. F. Blaxham
9.20	H. G. Hegarty v. K. S. Morrison
9.25	R. L. Moncrieff v. C. L. Edwards
9.30	E. Grimble v. D. H. Blake
9.35	D. G. Bruce v. D. Brown
9.40	W. E. L. Shenton v. C. L. Sandes
9.45	R. Sutherland v. A. Cameron
9.50	A. C. Tredwell v. H. R. Stuart
9.55	H. B. L. Dowbiggin v. G. Grimble

KOWLOON CLUB DRAW.

Following is the draw for the qualifying round of the championship, to be played on Sunday:—

J. H. Thomson v. H. Overy	
A. W. da Rosa v. W. Taylor	
A. V. Roberts v. H. G. Howard	
F. E. Remedios v. S. Mitchell	
F. C. Barry v. V. C. Labrum	
E. T. Andrews v. T. A. Mitchell	
F. Cowherd v. F. Lickley	
F. G. Morris v. F. N. Rempho	
F. E. Higgins v. S. J. Jordan	
G. B. Slipp v. F. E. Lawrence	
S. Gray v. J. C. Long	
W. S. Hillier v. J. L. McLaggan	
16 lowest scores to qualify.	

WELL-KNOWN GOLFER.

VISITING SHANGHAI AND TO COME TO HONG KONG.

Considerable local interest has been aroused through the arrival of Mr. D. E. Landale, a British golf celebrity, who was expected in Shanghai last Thursday, says the *North China Daily News*. Mr. Landale, who was arriving from Tsingtao by the *Sakaki Maru*, is coming to Hong Kong at the close of his visit to the Northern port.

WORLD'S CHESS CHAMPIONSHIP.

ONE MORE DRAW.

[THROUGH REUTER'S AGENCY.]

Buenos Aires, Oct. 24th. In the world's chess championship, the nineteenth game between Capablanca and Alekhine has been drawn, after 41 moves, played in the most orthodox manner.

MR. CHUN LEAVING FOR SHANGHAI.

SERVICES TO MACAO RACE CLUB.

Among passengers leaving on the R.M.S. *Empress of Russia* for Shanghai to-day will be Mr. K. H. Chun, who has been the central figure in the promotion of the International Race and Recreation Club of Macao, Ltd., and the firm establishment of racing in the Portuguese Colony. Satisfied that the staff of the Macao Race Club has been sufficiently trained to keep pace with the work, Mr. Chun, who has been successful in the Hong Kong races, is leaving for Shanghai, where he has business interests.

He will be absent from Macao for some time. Several of his ponies have already been sold and others he is taking to Shanghai, and a number are being left at Macao and will figure at forthcoming race meetings.

DEAD MAN AT THE WHEEL.

MOTOR-CAR COLLISION DISCOVERY.

The dramatic discovery of a driver dead at the wheel of his car after a collision was described at an inquest at Hammersmith on Dan Gale, aged sixty-four, a motor driver, of Queen-street, Hammersmith.

"I saw the car approaching Hammersmith-broadway at 4 a.m., said a coffee-stall keeper. "The vehicle turned twice round a refuge, mounted the pavement, came into collision with the wall of a garage, and stopped on the opposite side of the road."

A policeman said that the engine was still running when he went to the car and found Gale lying back in the driving seat with his hands on the steering wheel.

Dr. Buckle of the West London Hospital, said that a post mortem examination showed the cause of death to be heart disease and congestion of the lungs.

The jury returned a verdict of "Death from natural causes."

LOCAL FOOTBALL.

The following games in the Hong Kong League are down for decision to-day—

Division I.
R.A.F. v. Royal Artillery, at the United Services R.C. ground, Kowloon, at 4.30 p.m. Referee: Mr. Phillips.
K.O.S.B. v. Scots Guards, at Seakunoo ground, at 4.30 p.m. Referee: Mr. Baldwin.
POSITIONS IN THE LOCAL LEAGUE.

The Hong Kong Football League tables show that several games in Division II, "B" have been cancelled and the points may later be awarded by the Management Committee to the non-defaulting Club.

The positions are—

Division I.	Goals.
P. W. L. D. F. A. P.	
Chinese Ath.	4 4 0 10 18
Scots Guards	4 3 1 0 8 0 7
Recreio	3 2 1 0 5 2 3
R. Artillery	3 2 0 1 8 4 4
Queen's	3 2 0 1 8 5 4
K.O.S.B.	2 1 1 0 4 0 3
P.O.E.D.	2 1 1 4 3 8 3
South China	5 1 1 3 3 15 3
H.K.F.C.	4 1 0 3 5 14 2
Kowloon	4 1 0 3 3 10 2
R.A.F.	4 0 1 3 2 6 1

Division II. "A."

	P.	W.	L.	D.	F.	A.	P.
K.O.S.B.	4	4	0	0	23	1	8
Chinese Ath. ...	4	3	0	1	11	2	0
Recreio	4	2	0	2	9	8	4
St. Joseph's ...	4	1	2	1	10	14	0
S. China "B" ...	4	1	2	1	2	5	4
R.A. Res.	3	1	1	1	4	5	3
University	3	1	1	1	2	3	2
Kowloon	4	1	0	3	7	11	2
Club Res.	4	1	0	3	2	9	2
S. China "A" ...	4	1	0	3	3	14	2

Division II. "B."

	P.	W.	L.	D.	F.	A.	P.	Goals.
St. Joseph's....	3	2	1	0	13	7	5	
Kung Woo	3	2	0	1	13	6	4	
S. China "B".....	3	2	0	1	4	8	1	
Chinese Ath.	2	1	1	0	8	7	5	3
Boy Scouts	3	1	0	2	8	6	2	
Moslems	1	0	0	1	3	4	0	
S. China "A".....	1	0	0	1	1	2	0	
Kowloon	2	0	0	2	0	11	0	

LAWN TENNIS.

LADIES' RECREATION CLUB TOURNAMENT.

The following are the results of matches played in the Ladies' R.C. tournament—

Ladies' Open Championship Singles (2nd Round)—Mrs. Grigor beat Mrs. Hall, 6-3, 6-3; Mrs. Cook beat Miss Assumpcao, 7-5, 1-6, 6-4; Miss E. Lo beat Miss Elaby, 6-0, 6-0; Miss To beat Mrs. Stark, 6-3, 6-1; Mrs. Miles beat Mrs. Lambert, 6-1, 6-0; Mrs. Sayer beat Mrs. Carrothers, 6-3, 6-3; Mrs. Grimble beat Mrs. A. Castro, 6-0, 6-1; Mrs. Gull beat Mrs. Millard, 6-1, 6-2. (3rd Round)—Mrs. Grigor beat Mrs. Cook, 6-1, 6-2; Miss To beat Mrs. To, 6-3, 6-2; Mrs. Miles beat Mrs. Sayer, 6-1, 6-0; Mrs. Grimble beat Mrs. Gull, 6-1, 6-1.

Ladies' Doubles Handicaps (semi-finals): Miss Carrothers and Miss Elaby (Scr.) beat Mrs. Russell Brown and Mrs. Lynch (2-0); Mrs. Miles and Mrs. Tottenham (2-0) beat Mrs. Stark and Mrs. James (1-3). Mixed Doubles Handicap (2nd Round)—G. Grigor and Mrs. Grigor (Scr.) beat T. Lanyon and Mrs. Carrothers (Scr.); C. Grove and Mrs. Grove (x 1/6) beat C. P. James and Mrs. James (Scr.); E. Remington and Mrs. Remington (Scr.) beat T. A. Martin and Mrs. Martin (x 1/6).

Mixed Doubles Club Championship (1st Round)—L. M. S. Lloyd and Mrs. Miles beat C. Grove and Mrs. Lynch; R. E. Tottenham and Mrs. Tottenham beat W. A. Novers and Mrs. Cook. Ladies' Club Singles (1st round): Mrs. Cook beat Mrs. Stark; Mrs. Miles beat Mrs. James; Mrs. Hall beat Miss Elaby. Men's Singles (2nd Round)—Colonel Russell Brown beat J. W. Norris; G. H. Bond beat G. T. Pilgrim; Rev. Alexander beat T. Lanyon; Major W. B. Stevenson beat Major C. Wilkin; C. Grove beat R. M. Henderson; R. E. Tottenham beat A. H. Crook.

A THIEVING SON.

STOLE CLOTHING FROM HIS MOTHER'S HOUSE.

A Chinese youth, who was described by his own mother as a bad boy, was sentenced to four months' imprisonment by Mr. R. E. Lindsay at the Central Magistrate's yesterday for the theft of a basket of clothing. The youth's excuse for stealing the clothing, which had been left by a friend for safe keeping with his mother, and then pawning it was that he had to do this in order to raise money to pay house rent. This statement was denied by the mother, who said that she paid the rent herself. In passing sentence, His Worship remarked that the youth had not only brought shame on himself but on his mother as well.

"NO, NO, NANETTE."

"THE QUINETS" SCORE ANOTHER SUCCESS.

A BRIGHT AND SPARKLING PERFORMANCE.

On the occasion of their previous visit, Mr. R. B. Salisbury and his "Quinets" scored a big success in their presentation of that very successful musical comedy from the Palace Theatre, London, "No, No, Nanette." On that occasion it captured the hearts of Hong Kong audiences, and last night "The Quinets" achieved similar success when they presented the comedy at the Theatre Royal.

The performance went with a swing from the start, the essential brightness and sparkling character of this highly popular musical comedy being very capably sustained.

All the numbers were enthusiastically applauded and several were encored.

At the fall of the final curtain, bouquets were again showered on the principal ladies, and, judging from last night's enthusiasm, there should be a full house when "No, No, Nanette" is put on again.

To-morrow night "The Quinets" present one of London's latest and most successful musical comedies, "The Blue Train," on Friday and Saturday they give "Oh, Joy" at the Star Theatre, Kowloon. On Sunday, "One Dum Thing After Another."

5 YEARS FOR "DOLE" FRAUDS.

"FORGERIES COMMITTED EVERY WEEK."

Ingenious frauds on the Ministry of Labour carried on for over six years by a man who by this means obtained £733 in unemployment benefit were disclosed at the Old Bailey.

Albert William Gorham, aged 47, clerk, pleaded guilty to forging and uttering claims for unemployment benefit, being in unlawful possession of thirty National Health and six Unemployment Insurance stamps, and obtaining £733, and 13s. 6d. from the Ministry of Labour by false pretences.

He was sentenced to five years' penal servitude. Mr. G. B. McClure, prosecuting for the Ministry of Labour, said that in December, 1920, Gorham was released from prison after serving a sentence for obtaining money by false pretences. He then took the name of Newcombe, and was employed in that name until May, 1921. He was then entitled to draw out of work benefit, and he drew it in the name of Newcombe.

Fictitious People. This seemed to be the beginning of a long scheme of fraud, which required forgeries to be committed every week. He gave the names of fictitious people and drew money on their behalf, and also for wives and children who did not exist. In nearly every case he gave the name of the employer of the person he was purporting to be as Gorham. When the Ministry wrote to Gorham asking about his employees he was able to give them a satisfactory answer.

The fraud, which was practically undetectable, went on for six years and three months, and in that time Gorham obtained £733 from the Ministry. The matter was discovered in August of this year, when Gorham was arrested for being in unlawful possession of unemployment insurance stamps, and admitted the whole matter. In a written statement to the Judge, Gorham said that had the Ministry of Labour officials done their duty it would have been impossible to carry out these frauds. In passing sentence, the Recorder (Sir Ernest Wild, K.C.) said that no blame at all attached to the Ministry of Labour. Only by accident was this fraud discovered.

FINGER PRINTS TO BE DESTROYED.

APPLICATION OF AN INNOCENT MAN.

A young man who was brought up on remand at East Ham Police Court on a charge of loitering and as a suspected person, declined to have his finger prints taken, and they were taken while he was under remand.

Detective Sergeant Rushton now said that the man bore a good character, and the police inquiries showed that he had acted foolishly and thus aroused suspicion.

The magistrate (to the man): You will now be discharged. The man: May I have my finger prints which were taken, or have them destroyed? I refused to have them taken in the first instance because I had committed no offence. Detective Sergeant Rushton: They will be destroyed. The man then left the dock apparently satisfied.

MISER'S DOLLAR A DAY.

LEAVES \$800,000.

VALUABLE HONOLULU PROPERTY.

Word has been received at Philadelphia from Honolulu telling of the death of John R. Keys in the Queens Hospital. Keys lived in the Salvation Army home and made it a point to live on \$1 a day.

He was 79 and little was known of him. Investigation, however, revealed Keys had an estate of more than \$800,000, largely in realty, from which he drew an income of more than \$1,500 a month. He also owned blocks of sugar and pineapple plantation stocks and bonds, and had substantial deposits in several Honolulu banks.

A canvass of the banks confirmed the reports that Keys carried large balances. The banks declined to make any statements concerning the amounts.

An old friend of John's, who walked into the city department of a Philadelphia newspaper, said he wasn't laying claim to the \$800,000; just wanted to say he was convinced the John R. Keys, who died in far off Honolulu, was the same John R. Keys he knew 25 years or more ago.

Named After Character.

"We called him 'Happy Jack,'" said the visitor, Albert G. Haines, a bookbinder, who resides at No. 3228 North 18th Street. Back in the nineties he worked for the National Publishing Company on South American Street near Locust. Denman Thompson then was starting "The Old Home-land," and there was a character in the play who was for all the world like Jack Keys. "Happy Jack, the Rover" was the character, and our Jack became "Happy Jack."

"Judging from the despatches 'Happy Jack' had not changed very much. He was always eccentric and loved to hoard his money. It is said that Keys lived on a dollar a day. Why he must have become extravagant! When I knew him he used to boast that when out of work he lived on exactly \$1.27 a week.

Pinch Of Poverty. "Happy Jack" lived in a room, which he furnished himself, above a barber's shop on Fourth Street near Vine. He wasn't a bookbinder, only did odd jobs around the place. Work was scarce and he frequently was out of a job. He had felt the pinch of poverty and when he had employment he made it a point to save his money. He paid specified sums weekly into an insurance company to guarantee him an annuity. He made up his mind that he would not be poverty-stricken in his old age.

"Keys was very methodical in his habits. When he worked for the publishing company he ate at a restaurant on Second Street at the same time every day. As soon as he entered the place the waiter would bring a crust! Pot pie and plenty of crust! In those days saloons served free lunch. Keys would stroll into a bar-room, watch his chance, grab a partly consumed glass of beer and then demand, 'Where's my lunch?'"

"When out of work he would sleep until noon to save breakfast money. He cooked his lunch, and his daily repast was prunes and coffee. Then he would saunter up to the Y.M.C.A. and spend most of the afternoon and evening reading. When he was put out at 10 o'clock, he would go to one of the railway stations and continue his reading, until early in the morning."

"Happy Jack" was born in Ireland. He served in the British Army and also in the American marines. Haines thinks he may have a few relatives in this country, but believes most of his folk are in Ireland.

WOMEN ARE BLAMED FOR WARS.

New York, Oct. 1st. Women thus far have utterly failed as world peace makers and to the contrary have been responsible for many of the world's greatest wars, says the *Woman's Home Companion* for September in an article headed "Women as War Makers."

"Most of the real work for permanent peace is still being done by men," continues the article, "and the movements should have the strongest support and inspiring leadership for the mothers of the nation." The statement that women have hitherto failed as peace-makers should be repeated again and again.

"There is bitter truth in the recent statement of the great leader of women, Carrie Chapman Catt, that women have caused more irritation among nations than any other influence which has resulted in history's great wars. Mrs. Catt attributes this to the tendency of women throughout the world to repeat in exaggerated form statements of men in regard to matters of race hatred and other phases of foreign policy which might make two countries spring at each other's throat."—United Press.

QUEEN MARY, THE WOMAN.

"I HAVE NEVER BEEN BORED IN MY LIFE."

STUDY BY A FORMER FACTORY GIRL.

To some women it is given to be loved extravagantly; of few should it be said that the eyes of an Empire have rested on them, and been content.

With this quiet tribute, Miss Kathleen Woodward ends her intimate study of the life of Queen Mary. It is noble praise—as worthy a tribute as has ever been paid to the womanhood of an English Queen—and it well expresses the personal prestige enjoyed by Queen Mary throughout the Empire.

Thirteen years ago Miss Woodward worked in a collar factory, and she has since been a stewardess on a liner, sold sewing-machines and photographs, acted as cashier at a club, and served as quarter-master-sergeant of the W.A.A.C. In preparing her book, which has been published with the Queen's permission, she has gone to all classes and parties for her material, and has been granted every facility for research, covering a period of nearly a year. Consequently we may regard her biography as authentic, and the portrait she gives us of the Queen as a true likeness. It is the portrait of a great lady; of one who has always been true to herself and loyal to others; of one who has given herself with absolute and unremitting devotion to the manifold duties of her state, and who, as wife, as mother, and as Queen has led a full personal life in the highest sense of the word. Hence the impression of completeness that her personality makes on us.

Shyness Overcome. There has been nothing sensational about the life-story of Queen Mary; yet, in one way, it is a veritable romance; for it tells of how a shy, reserved, diffident and hyper-sensitive Princess moulded herself into the pattern of a great Queen. So timid was she as a child, Miss Woodward tells us, that she would burst into tears whenever she had to appear among strangers. But she took herself firmly in hand, and though a certain shyness has never left her, she stands forth to-day, conspicuous for just that fine poise of personality and serene dignity of manner which are the distinctive attributes of queenhood.

In this book are many stories showing the Queen's innate kindness of heart, her unaffected sincerity, her unweariness in all manner of unobtrusive well-doing, her remarkable memory and powers of observation, and her practical good sense, which almost amounts to a kind of genius.

One of her Majesty's main characteristics is her zest for life. Everything interests her. Only the other day she said: "I think I can honestly say that I have never been bored in my life."—And how often we think of the life of royalty as of one long boredom!

Quick Sympathy. The Queen has always taken a deep interest in social questions, and has often astonished labour leaders by her sympathetic understanding of their movement. Her wide philanthropic activities among the poor of London are well known but it is the personal touch at the back of them that counts for so much.

Labour's Tribute. Labour leaders of both sexes have been quick to appreciate the deep sincerity of the Queen's feeling for the poor. "It always seemed to me," remarked Mrs. Olynce to the authors of this book, "that poverty really hurts the Queen," and the late Mary Macarthur, the women's trade union organiser, who worked in close collaboration with her Majesty during the war, declared that the great desire of her life was "to reveal to the Labour Party the woman that is Queen Mary."

But perhaps the grandest tribute to her genius in human relationship comes from another woman who served her with the best days of her youth. "If I were on the eve of some decision that would affect me or my children, if ever I were in difficulty or distress of any kind, of all women in the world I would go straight to Queen Mary." There is a world of significance in this tribute, for it is given to one who has never worn her heart on her sleeve and has an almost constitutional inability to "go out" to people.

"Queen Mary," by Kathleen Woodward (Hutchinson, 7s. 6d.)

THE FUTURE OF OUR MERCHANT FLEET.

THE NEW KIND OF OFFICER.

THE SEA AS A CAREER.

[BY VISCOUNT INCHRAPE, G.C.S.I., G.R.M.A., R.C.L.E.]

It is unnecessary, in considering the question of mercantile sea-training, to emphasise the need that it shall be of the most efficient description that can be provided.

In visualising the beginner, the youth who goes as apprentice or cadet in a steamer or motor-ship, with or without special preliminary training in one of the nautical colleges, such as the Worcester, the Conway, or Pangbourne, one must regard him as the commander in embryo of the modern power-driven ship. As a junior watch-keeping officer he will be, for the period of his watch, primarily in charge of the vessel, with resort to his superiors should the necessary arise, and with minor responsibility, during his non-watch-keeping hours, as to certain of her arrangements. As chief officer he will be answerable, under his commander, for the care of her deck and cargo gear, for her general equipment, and for the discipline of her crew and other matters. As commander he will have the supreme responsibility for the ship and her contents—the value of which may easily exceed a million pounds sterling—for her correct navigation, and for the safety and well-being of every soul on board.

In The Day Of Sails. To-day, in each of the three stages, the officer's employment differs widely, in kind and degree, from that of 50 years ago, when the proportion of mechanically-propelled tonnage was, as yet, not greatly preponderant; the sailing-ship was at her zenith; and the practice and necessities of the work in steam more nearly akin to those in sail. Since that time the sailing-ship has gone; the square-rigged steamer has also become a thing of the past. To-day, the vastly increased ocean-going mercantile tonnage under the red or blue ensigns consists, one may say, entirely of steam or motor-driven ships.

With the gradual passing of the sailing-ship have disappeared emergencies peculiar to herself. But the ocean does not change. Problems remain which are peculiar to the sea, although they affect the large power-driven vessels of to-day to a different extent, the difference being that in all circumstances, the element of risk to life and property has, by the doubling or quadrupling of power-units and propellers, and the adoption of wireless devices, been lessened almost to the vanishing point, so that steamship travel is to-day probably the safest of all forms of travel.

New Needs. But if the seaman's calling has, in some ways, been simplified, his education as a junior and senior officer now demands, in face of the numerous inventions which modern science has brought to his aid, a much wider range of knowledge. In the days of the clipper ship many of the seaman's difficulties were met by methods which probably differed not much from those which exercised the mariner of St. Paul's days. No better all-round training for the young seaman will in all probability ever be evolved than that which was afforded by sail. Yet the apprentice or cadet who may no longer have the advantage of such training must by some means convert to practical use the knowledge afforded by his textbooks; and it is the aim of his instructors to ensure that he shall consolidate that knowledge by observation and practical experience at sea, learning ancient wisdom through modern channels. In the result, the steam-trained officer has not been found wanting in those qualities of seamanship which are necessary for the proper handling of large vessels in all emergencies, and under all conditions of weather.

The Sailor's Training. For the training in steam of the budding junior officer the curriculum is of a comprehensive kind. In the nautical training colleges it differs not much from the range of studies in our public schools, save that subjects more closely related to the career of a navigating officer are specialised. The P. and O. Company has for some years operated an assisted scheme under which boy candidates, carefully selected by scholastic and physical examination on the part of the company's officials, are admitted to the Thames Nautical Training College (H.S.M. Worcester) for a term of two years, on satisfactory completion of which the youth is drafted into one of the company's mail

liners for further service of a practical nature with a view to his appointment in due time to the post of a junior officer. As an example of the kind of instruction in cases where the training is undergone entirely at sea, I may quote from the prospectus of one of the steamship lines trading with the Southern Dominions—

The company takes a special interest in the training of its apprentices. A high standard of physique is insisted upon, and the boys must first be certified by the company's medical inspector as fit for the training, they are about to undergo. Particular steamers are assigned for such training and special accommodation for the apprentices is provided. Specially selected commanders, officers, and petty officers are appointed. In addition a doctor, physical training instructor, and a wireless instructor are carried. The boys do all the practical work in the deck department of the steamer; they have regular classes of instruction in navigation, etc. They learn to handle boats, and sailing cutters are provided. Written examinations are held during each voyage.

The boys are encouraged to engage in sports. Football and cricket teams are formed on board, all arrangements are made for matches to be played with other teams in ports abroad. A certain amount of leave is given, where practicable, but this is strictly supervised by the Commander.

Voyages are of about six months' duration, and, on the steamer's return to the United Kingdom the apprentices are given leave as may be possible, which usually extends to two or three weeks. Apprenticeship in steam or motor ships having now definitely taken the place of the old-time training in sail, most of the youngsters find permanent employment in the lines where they have served their time.

Education At Sea. Having obtained his second mate's "ticket" the youngster dons the uniform of a junior officer, but his nautical education continues in an intensified degree as, with promotion to higher ranks, his responsibilities increase. As in other walks of life, the tyro must pass through a probationary period, but in the case of the budding mate his training and his probation march side by side, so that, in the few cases where weeding out becomes necessary, either from inability to carry out a single watch, or from other cause, the break occurs at a stage which is not too late to make a start in another direction; and it is my belief that in such cases a few years' early training at sea is never without value in after life.

Mercantile marine officers, on completing the necessary certificated service, are eligible for commissions in the Royal Naval Reserve. From the fixed training centres before named a certain number of cadets pass annually into the Royal Navy. With the latter, attractive as this feature is, this article is not concerned. But it is of advantage to the mercantile marine officer in the practice of his profession to avail himself, as many do, of the privilege of special naval courses of instruction in gunnery, torpedo, hydraulics, electricity, etc., as a preliminary to twelve months' service in one of His Majesty's ships, where the R.N.R. officer is usually received as a good mesmate.

Sea As A Career. The conditions of employment, pay, and the likelihood of advancement in the profession of a navigating officer are attractive, and young men adopting the sea as a career have, at least, as much to hope for from the future as is the average expectation of the educated man entering professional or mercantile employment ashore. Some few, as in all professions, fall by the way. The man who wins through to a position which brings good pay (usually also a not un-substantial pension), and which confers a greater measure of personal prestige—and, at the same time, greater responsibility—than falls to the lot of most men.

In the course of a long and busy life as a shipowner, I have known some thousands of mercantile officers and commanders, both within and outside my own connections. I have been honoured to number many of them among my personal friends; and I can say, with all sincerity, that they are as fine and effective a body of men as the British Empire produces and a company of which their fellow-citizens have, never more than to-day, cause to be proud.—Sunday Times.

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[A.P.A.]

[120]

ITALY AND THE DEATH PENALTY.

JURIES TO BE DISCARDED IN MAJOR TRIALS.

Death will punish murder when the new penal code comes into force in Italy next year, as the statute is now drafted. At present the death penalty is confined to offences against the State.

The thousand articles of the new code have already been hewn from the solid rock of Fascist principle by Alfredo Rocco, Minister of Justice. It ushers in many important changes, especially for offences against children, for regulation of the drug and drink traffic and for social welfare.

One article declares foreigners plotting abroad against the Italian state or insulting by spoken or written word that state's dignity or attempting to kill or injure Italians for political reasons will be liable to punishment in this country.

Various Interpretations.

This clause has aroused considerable comment in foreign circles here, but it is too early to grasp the real meaning of its wording, for it is variously interpreted by jurists themselves.

In any case the full text of Signor Rocco's code will be thoroughly examined by a special commission which Premier Mussolini intends to summon shortly. This body will be made up of the country's leading law experts, including the Presidents of the Courts of Appeal, the Attorneys General and the Presidents of the Courts of Cassation.

They may modify the text, though the underlying Fascist principles must remain unchanged.

An important innovation which will begin with enforcement of the new code is the abolition of panel juries in criminal cases. Fascist opinion has been demanding it for a long time because on several occasions anti-Fascists guilty of murder have been acquitted or found guilty on points carrying light sentences.

Exactly how the jury will be replaced has not yet been settled, but probably it will be by instituting a court with a Judge, two Magistrates and two well known citizens nominated by the court. Fascists hail the revised code as essential to the new regime. The penal code now in force, they say, was based on social, philosophical and juridical visions which were born of the French revolution, and of which the Fascist State is a radical negation.

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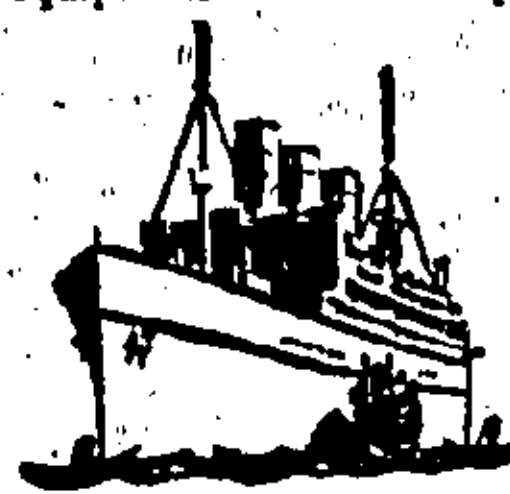
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TANGO MARU Wednesday, 31st Dec.

BOMBAY via Singapore, Penang & Colombo.

RANGOON MARU Friday, 23rd Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYO MARU Wednesday, 15th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Saturday, 19th Nov.

NEW YORK and/or BOSTON via PANAMA.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOOKA MARU Friday, 11th Nov.

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Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL AND THROUGH
CARGOES NORMAL.

FOURTEEN ARRIVALS.

The Harbour Office returns for the 24 hours ended at 9 a.m. yesterday showed that freights brought into the Colony and carried for ports beyond were normal, although there were fourteen vessels arriving into port during that period.

Local imports amounted to 13,418 tons, of which, 7,473 tons were from British bottoms. The heaviest return was shown by the a.s. *Kueichow*, from Taku Bar which contributed 2,650 tons.

Through freights were shown on the manifests of seven steamers and totalled 16,705 tons. Three British ships were responsible for 3,340 tons. The two best returns were 5,992 tons and 4,987 tons. The first lot was carried by the a.s. *Tjimanok*, from Batavia, and the second lot was, on the a.s. *President Van Buren*, from Boston and Shanghai.

The arrivals and departures during the period under review were the following:—

	Arr.	Dep.
British	7	4
Norwegian	1	2
Japanese	1	2
Chinese	3	1
Dutch	0	1
French	0	1
American	1	2
Panama	0	0
Portuguese	0	0
Total	14	13

S.S. *Kutang* (British) from Calcutta and Singapore, 1,230 tons general for Hong Kong and 3,031 tons for other ports.
S.S. *Empress of Russia* (British) from Manila, 9 tons general for Hong Kong and 169 tons for other ports.

S.S. *Harvard* (British) from Bangkok, 2,300 tons rice for Hong Kong.

S.S. *Kueichow* (British) from Taku Bar 2,650 tons general for Hong Kong and 320 tons for other ports.

S.S. *Tran* (British) from Hoihow, 1,289 tons general for Hong Kong.

S.S. *President Van Buren* (American) from Boston and 620 tons general for Hong Kong and 4,267 tons for other ports.

S.S. *Tjimanok* (Dutch) from Batavia, 854 tons general for Hong Kong and 5,992 tons for other ports.

S.S. *Sandviken* (Norwegian) from Batavia, 600 tons general for Hong Kong and 4,267 tons for other ports.

S.S. *Moji Maru* (Japanese) from Calcutta and Singapore, 1,169 tons general for Hong Kong and 2,406 tons for other ports.

S.S. *Yuen Lee* (Chinese) from Saigon and Swatow, 2,000 tons rice for Hong Kong.

S.S. *Taipei* (Chinese) from Kwang Chow Wan, 195 tons general for Hong Kong.

S.S. *Poo Sang* (Chinese) from Kwang Chow Wan, 670 tons general for Hong Kong.

DAILY WATERFRONT NEWS.

GOVERNMENT COXSAINS DEATH.

MOTOR VESSEL TO BE BUILT LOCALLY.

[ST. LONGSHOREMAN.]

A new motor vessel, which will give employment for the next few months, has been ordered to be built at the Kowloon Dock. It is to be built to the order of Messrs. Aboltiz & Co., Inc., of Cebu, and is to be a twin screw steel ship of 134 feet, beam 27 feet and moulded depth 11.2 feet, to carry 300 tons on a nine feet draught. The main engines will be Deutz-Fuller Diesels, with four cylinders at 300 R.P.M., producing 330 B.H.P., giving a speed of approximately nine knots. These are to be supplied by the Atlas Co. Construction commences almost immediately.

A VERY LOYAL SERVANT.

Government Coxswain's Death.

A report of the death on Friday last of the death of the Chinese coxswain To Tai, of the Government Launch *Stanley* has been received. It appears that he died at his home in Yaumati at the age of 56 years. He was a very loyal and efficient servant of the Harbour Department and was the first of the Chinese coxswains to take over the duties of master of the *Stanley*. Altogether his services were very valuable in view of his knowledge of local waterways. During the strike he was the only Chinese member of the floating staff of the Harbour Department who remained at his post. He joined the Government service in 1918. Wreaths were sent from all members of the Harbour Department to the funeral last Saturday.

Successfully Lengthened.

The a.s. *Kidat* of the Straits S.S. Company, after having been lengthened by an addition to the midship section, will leave Taikoo Dock to-day for trials.

Dangerous Goods.

Dangerous goods manifested yesterday in the shipping returns, included a rack on the Dutch vessel *Tjimanok* from Batavia, both for this and other ports.

Damage Prevented.

The master of the a.s. *Moji Maru*, from Calcutta and Singapore, reports that "due to high seas, some damage to cargo was anticipated."

Measles And Death.

The master of the a.s. *President McKinley*, arriving from America and Northern ports on Monday evening, with 1,230 tons of general cargo for this port, and 3,400 tons of similar freight for Manila, reports that there was one case of measles during the voyage, and also one death of a nine months' old Filipino baby from pneumonia.

Chinese Deck Passengers.

The total number of Chinese deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was 1,374.

Mails.

Mails shown in yesterday's shipping returns included 282 bags on the *Kutang* from Calcutta and Singapore, and 197 bags on the *President Van Buren* from America and the North and from Europe via Siberia. Home mail is due tomorrow via Suez on the P. & O. s.s. *Mongolia*, letters and papers being of September 29th, and parcels of a week earlier. The *President McKinley* brought 334 bags of mail, from America and the North.

Masters And Mates Certificates.

Candidates who have passed and passed the Board of Trade Examination for Masters' and Mates' Certificates during October, at the local Harbour Office are:—John Fant, on October 13th, 1st Mate of Steamships; Edmund Neville Houghton Sanguinetti, on October 20th, 1st Mate of Steamships.

Typhoon Damage.

Results of a complete check-up of the damage done to the new concrete docks at Pulu Pandan by the typhoon which struck that district on October 3th shows the total amount of property damage to be P.73,000. This sum is much larger than the estimate immediately following the storm.

The typhoon tore the motorship *Ramco* loose from its moorings, butting it repeatedly against the new dock. The ship was loaded with steel and supplies for the Miao Central. Most of the piling of the new dock was destroyed by the constant pounding of the heavy vessel.

Engineers were kept busy until late Saturday computing the amount of the damage and it was not until all the final figures had been secured that officials of the Negros Transportation Company realised the tremendous loss—*Manila Bulletin*.

Shanghai Council And Nolsy Launches.

Following a complaint against the unnecessary screaming of sirens and the volumes of smoke emitted from launches in the river, which seriously interfere with the offices on the Bund, the Shanghai Municipal Council has instructed the police on duty at the jetties to tighten up surveillance and report offenders.

This step has been taken in reply to a complaint from Messrs. Beck and Swann, Secretaries of the Shanghai General Chamber of Commerce, which states that it is no uncommon thing to hear as many as five or six launches at the "Customs" (Kiaukang Road) Jetty sounding their whistles together or in succession to each other for prolonged periods before departure, thus creating a nuisance.

Another cause for complaint is the dense volumes of smoke which flood the Bund frontage on occasions when the wind is blowing from any of the Eastern quarters.

"It would appear that there is urgent need of regulations controlling the sounding of whistle signals and the 'firing up' of launches and tenders moored to the public pontoons," the letter concludes.

While promising action regarding Municipal pontoons and jetties, the Council has referred the Chamber to the Harbour Master regarding the nuisance emanating from launches plying in the river.

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"KASHGAR"	8,985	5th Nov.	Marseilles and London.
"DELTA"	8,985	12th Nov.	Straits & Bombay.
"MACEDONIA"	11,120	19th Nov.	Marseilles and London.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	3rd Dec.	do.
"KASHGAR"	8,985	10th Dec.	Marseilles, London & Antwerp.
"MOREA"	10,953	17th Dec.	Marseilles and London.
"DEVANHA"	8,155	24th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,988	31st Dec.	Marseilles, London and Antwerp.
"KASHGAR"	8,985	7th Jan., 1928	Marseilles, London and Antwerp.
"KALYAN"	8,155	14th Jan.	Marseilles, London and Antwerp.
"MALWA"	10,988	21st Jan.	Marseilles, London and Antwerp.
"KASHGAR"	8,985	28th Jan.	Marseilles, London and Antwerp.
"KALYAN"	8,155	4th Feb.	Marseilles, London and Antwerp.
"MALWA"	10,988	11th Feb.	Marseilles, London and Antwerp.
"KASHGAR"	8,985	18th Feb.	Marseilles, London and Antwerp.
"KALYAN"	8,155	25th Feb.	Marseilles, London and Antwerp.
"MALWA"	10,988	3rd Mar.	Marseilles, London and Antwerp.
"KASHGAR"	8,985	10th Mar.	Marseilles, London and Antwerp.
"KALYAN"	8,155	17th Mar.	Marseilles, London and Antwerp.
"MALWA"	10,988	24th Mar.	Marseilles, London and Antwerp.
"KASHGAR"	8,985	31st Mar.	Marseilles, London and Antwerp.
"KALYAN"	8,155	7th Apr.	Marseilles, London and Antwerp.
"MALWA"	10,988	14th Apr.	Marseilles, London and Antwerp.
"KASHGAR"	8,985	21st Apr.	Marseilles, London and Antwerp.
"KALYAN"	8,155	28th Apr.	Marseilles, London and Antwerp.
"MALWA"	10,988	5th May	Marseilles, London and Antwerp.

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"SANTHA"	7,754	19th Nov.	Singapore, Penang and Calcutta
"TALAMBA"	8,018	13th Nov.	do.
"TALMA"	10,000	13th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	23rd Oct., 4 p.m.	Manila, Sandakan, Thursday
"TANDA"	6,958	2nd Dec.	Island, Townsville, Brisbane
"ST. ALBANS"	4,500	30th Dec.	Sydney and Melbourne.
"ARAFURA"	6,000	27th Jan., 1928	do.
"TANDA"	6,958	2nd Mar.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Yoko, Cebu, Kolambigan, Tawo, Timor, Darwin, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

* "MONGOLIA"	16,504	23th Oct.	Shanghai and Kobe.
"JEYPEORE"	5,313	1st Nov.	Shanghai, Moji, Kobe & Yokohama.
"TANDA"	6,956	8th Nov.	Moji, Kobe, Osaka & Yokohama.
"TALIA"	10,000	8th Nov.	Shanghai, Moji, Kobe, Yokohama & Osaka.
"MANTUA"	10,946	11th Nov.	Shanghai, Moji, Kobe and Yokohama.
"KALYA"	8,135	19th Nov.	Shanghai, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	26th Nov.	Shanghai, Moji, Kobe & Yokohama.
"ST ALBANS"	4,500	6th Dec.	Moji, Kobe, Osaka & Yokohama.
"MOREA"	10,953	9th Dec.	Shanghai, Moji, Kobe & Yokohama.
"KALYAN"	8,144	13th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,988	7th Jan., 1928	do.
"KHUYBER"	9,114	21st Jan.	do.
"KHIVA"	9,135	24th Jan.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th Feb.	Shanghai, Moji, Kobe & Yokohama.
"KASEMIR"	8,985	18th Feb.	do.
"KALYAN"	9,144	15th Feb.	Shanghai, Moji and Kobe.
"MONGOLIA"	10,946	2nd Mar.	Shanghai, Moji, Kobe & Yokohama.
"MOREA"	15,504	17th Mar.	do.
"KASHGAR"	10,953	30th Mar.	do.
"MALWA"	9,005	13th April.	do.
"MALWA"	10,988	27th April.	do.
"DEVANHA"	8,155	11th May.	do.

